The Bombay Gazette.

No. 8515.—New Series. BOMBAY:—WEDNESDAY, MAY 24, 1876.

THE BOMBAY GAZETTE.

Rates of Subscription to the *Bombay Gazette* per Annum are be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		In Arrear.
Rs. 48	Per Annum	Rs. 60
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First insertion	8 As. per Line.
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For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
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Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE CALLING AT ADEN, HODEIDA, JEDDAH ALGIERS, AND LISBON.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED, will despatch the S. S. ASSYRIA, 1,494 Tons, 200 H. P., Commander MACMASTER HEARMAN, as above, from Kurrachee, on THURSDAY, the 1st June.

The Assyria is fitted in the usual style of the Company's Vessels, and has excellent accommodation for 31 First-class Passengers and 12 Second-class.

The Steamers leaving Bombay on MONDAY, the 22nd May, and on FRIDAY, the 26th idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Assyria.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 2nd May 1876.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S.S. GOA, 1,208 Tons, 200 H.P., Commander J. AVERY, will be despatched on THURSDAY, the 25th May 1876, at 6 P.M.

Leaves BOMBAY	May.	Leaves Tuticorin	June.
„ Beypoor	26	„ Colombo	3
„ Mangalore	26	„ Negapatam	6
„ Cannanore	26	„ Galle	7
„ Calicut	27	„ Madras	10
„ Tellicherry	29	„ Coconada	11
„ Cochin	29	„ Vizagapatam	12
„ Calimere	30	„ Bimlipatam	13
„ Porbunder	30	„ Gopalpore	12
„ Veraval	31	„ False Point	14
„ Cocanada	31	Arrives CALCUTTA	16
„ Allepey	31		

Cargo for Singapore and China can be booked by the Steamers of the 5th of each month for transhipment at Galle to the Messageries Maritimes Company's Steamers, which run regularly.

Also for Batavia, Soerabaya, Tjilatjap, Palembang, Pontianak, Banjer Massim, Macassar and Makassar Islands, to go forward by the Messageries Maritimes and Netherlands India S. N. Company.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Intermediate Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer or 2 a week to the Persian Gulf, touching at KURRACHEE, GWADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREE, and occasionally at BAHREIN, and MAHOMRAH.

The S. S. COMMILLA, 871 Tons, 140 H. P., Commander J. C. STEAD, will be despatched on FRIDAY, the 26th May 1876, at 6 P.M.

Leaves BOMBAY	May.	Leaves BUSREE	June.
„ Muscat	30	„ Mahomrah	14
„ Gwadur	June 1	„ Fao	14
„ Jask	3	„ Bushire	16
„ Bunder Abbas	4	„ Linga	19
„ Linga	6	„ Bunder Abbas	23
„ Bushire	8	„ Muscat	29
„ Fao	10	„ Kurrachee	27
„ Mahomrah	10	Arrives BOMBAY	30
Arrives BUSREE	11		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer from Bombay for Kurrachee, touching at the Kattywar Ports, on the 5th and 20th of each month, and a Steamer from Kurrachee for Bombay, touching at the Kattywar Ports, on the 10th and 25th of each month.

The Steamer leaving Bombay on the 5th proceeds to Kurrachee, and returns to Bombay, touching at the Kattywar Ports.

The Steamer leaving Bombay on the 20th proceeds to Kurrachee, and returns to Bombay, touching at the Kattywar Ports.

Cargo and Passengers for the Kattywar Ports will be transhipped at Kurrachee into the Company's Steamers.

W. NICOL & Co., Agents.

Bombay, 1st May 1876.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. B. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 15th of each month.

PASSENGERS' RATES.

(Exclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without Wine.
Mocha	26	18	6	
Hodeida	30	20	8	
Jeddah	30	24	12	
Suez	36	24	14	
Alexandria	36	24	14	
Malta	36	24	14	
Naples	36	24	14	
Genoa	36	24	14-10	

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 15th August 1876.
AUSTRALIA to sail on FRIDAY, 15th September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Purser on board.

The exact day of departure will be fixed and published a day or two previous to sailing.

For further particulars of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, May 1876.

HALL LINE OF STEAMERS.
BOMBAY TO LIVERPOOL.

S.S. BRANKSOMEHALL, to sail about 27th May.
„ GUILDWALL HALL, „ 9th July.
„ TYNEHAM HALL, „ 2nd August.
„ BRANKSOME HALL, „ 23rd August.
„ CITY OF BALTIMORE, „ 16th September.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 Knots, and are supposed to make the passage either to or from Bombay in 26 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 14th May 1876.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	May. 1876.	
CEYLON	G. S. Brooks	3111	450	29th June	Suez, &c.
GWALIOR	J. C. Babot	2725	450	2nd	Southampton.
GEELONG	C. Fraser	1835	250	9th	Suez, &c.
AUSTRALIA	J. S Murray	3663	600	14th	Southampton.
TRAVANCORE	W. B. Andrews	1900	350	23rd	Suez, &c.
NIZAM	A. R. Barlow	2725	450	30th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change Vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Marseilles, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 29th May 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. MONGOLIA, Captain A. COLEMAN, (2,833 Tons and 500 H. P.), will be despatched as above, carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chests of opium, the Officer's receipt for which is not lodged at the Company's Office before noon, on FRIDAY, the 26th May 1876.

GEORGE F. HENRY,
Bombay, 15th May 1876. Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

On SATURDAY, the 27th May, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's Steamship CHINA, 5,016 Tons, and 400 H.P., Captain J. Orman, will be despatched as above, calling at Galle.

For Freight or Passage, apply to

GEORGE F. HENRY,
3, Rampart Row, 20th May 1876. Superintendent.

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	From Glasgow.	From Liverpool.	Bombay.	
Vessels.	Captains.	Tons.	H.P.	
EUROPA	2277	474	22d April.	29th April, 14th June.
INDIA	2289	500	20th May.	27th May, 19th July.
MACEDONIA	2272	486	17th June.	24th June, 10th August.

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

	FARES FROM BOMBAY TO LIVERPOOL.	SUEZ.
FIRST CLASS	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

STEAM TO ADEN, ZANZIBAR AND MOZAMBIQUE DIRECT.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED), will despatch the S. S. PUTTIALLA, 840 Tons, 130 H P., Commander J. L. SHIELL, as above (with liberty to call at Goa) on SATURDAY, the 27th May at Noon. She will connect at Aden with the Company's regular Red Sea Steamer and will carry cargo for Hodeida, Jeddah, Suez and other ports.

For Freight and Passage, apply to

W. NICOL & Co., Agents.

Bombay, 18th May 1876.

STEAMER GALATEA, 2,001 TONS, BOMBAY TO SOUTHAMPTON.

TO SAIL POSITIVELY 26TH OR 27TH MAY.

THIS powerful and splendid Steamer has most comfortable accommodation for FIFTY FIRST CLASS PASSENGERS, and carries a DOCTOR and STEWARDESS. Intending Passengers are specially invited to inspect the Saloon and Cabins, and to apply immediately to

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

SPECIAL NOTICE.

HALL LINE OF STEAMERS.
S.S. BRANKSOMEHALL.

THE attention of intending Passengers to England is particularly called to this fine new Steamer which sails positively on the 27th instant for Liverpool.

W. & GRAHAM & Co., Agents.

Bombay, 18th May 1876.

MARSEILLES, VIA SUEZ CANAL, TO LEAVE ABOUT 26TH MAY.

THE well-known and favorite S. S. TIMOR, 2,209 Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

TO SUEZ	Rs. 300
„ MALTA	„ 400
„ MARSEILLES	„ 400

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 19th April 1876

NEW ADVERTISEMENTS.

DISINFECTANTS.

	Cash Prices. Rs. a.
ANTISEPTIC FLUID, prepared from McDougall's Disinfecting Powder, pint bottles, each	0 8
Ditto ditto ditto quart bottles, each	0 14
Ditto ditto 2 dto 2 gallon tins, each	5 0
Ditto ditto 4 dto 4 gallon tins, each	8 0
BEAUFOY'S SOL. CHLORIDE OF LIME, per bottle	1 12
Ditto ditto 8oz's. dit o	2 4
BURNETT'S [Sir Wm.] FLUID, pint bottles, each	0 12
Ditto ditto quart bottles, each	1 8
CARBOLIC ACID, 1 pound bottles, each	0 12
Ditto 1 pound bottles, each	1 2
Ditto 1 gallon tins, each	3 0
CARBOLIC POWDER, [containing 15 per cent. acid] pound t'ns, each	0 12
Ditto ditto 28 pound cases, each	4 8
Ditto ditto cwt. casks, each	18 0
CONDY'S FLUID, *Crimson*, ½ pint bottles each	0 12
Ditto ditto pint bottles, each	1 8
Ditto ditto quart bottles, each	3 0
Ditto ditto *Green* pint bottles, each	0 12
Ditto ditto quart bottles, each	1 8

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

CHOLERA,
DIARRHŒA AND DYSENTERY.

As domestic safeguards, especially in Households beyond the reach of prompt medical aid, the experience of a long series of years has proved the superiority of the following remedies.

TREACHER'S ANTICHOLERA MIXTURE.
(Astringent Anodyne and Antispasmodic)

In all stages of the above diseases has been found invaluable
Cash Price, per bottle, Re. 1 and Re. 1-8.

LEITH'S CHOLERA MIXTURES.

As used and recommended by the Local Government and Health Department.

Prepared according to Dr. Leith's Original Prescriptions.
Cash Price per bottle with Opium, pints Rs. 1-4, quarts Rs. 2-4
„ „ without „ „ „ 1-0, „ „ 1-8.

TRIPLE CONCENTRATED
ESSENCE OF CAMPHOR.
Prepared from Dr Rubini's Formulæ.
Cash Price, per Bottle, Re. 1-8 and Re. 2-8.

	Cash prices. Rs. a.
Dr. Gregory's Stomachic Powder, per bottle	1 8
Essence of Peppermint	„ Re. 1 and 2 0
Concentrated Essence of Ginger	„ Re. 1 and 3 0
Etherodyne (Savory and Moore's)	„ Re. 1-8 and 1 12
Chlorodyne (Collis Browne's)	„ As. 12 and 3 0
Cholera Belts, each	„ 2 4

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

SACCHARO-CHIRETTINE

Is a prompt and powerful Tonic; adapted to patients of all ages, and incapable of deranging the most delicate functions. In Nervous and Muscular Lassitude and in want of Appetite it is invaluable.

Per Bottle—Re. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
7, ELPHINSTONE CIRCLE, BOMBAY.

NEW ADVERTISEMENTS.

TO LIVERPOOL.
SAILING ABOUT 10TH JUNE.

THE Powerful Steamer EUROPEAN, 2,647 Tons, 450 Horse Power, Captain SMITHERS, to be despatched as above, has accommodation for a limited number of First and Second Class Passengers.

TERMS..... { FIRST CLASS, Rs. 450.
{ SECOND CLASS „ 300.

For further particulars apply to

W. NICOL & Co.,
or
GRINDLAY GROOM & Co.

Bombay, 22rd May 1876.

FORT THEATRE,
APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, WEDNESDAY, 24TH MAY.
THE STAR COMPANY.
SPECIAL NIGHT.
GRAND VARIETY ENTERTAINMENT,
CONSISTING OF
SENTIMENTAL SONGS, COMIC SONGS, SERIO-COMIC SONGS, DUETS,
SOLO DANCES, DOUBLE DANCES, TREBLE DANCES, CHARACTER DANCES
FARCE, NEGRO SKETCHES, COMIC SKETCHES.
WALK ROUND AND BREAKDOWN.

PRICES OF ADMISSION.
First Class..... Rs. 2 | Second Class..... Re. 1
Tickets can be obtained and Seats secured at the English Hotel.
Doors open at 8-30. Performance to commence at 9 o'clock punctually.
PUNKAHS IN FULL SWING.

NOTICE.

THE SURAT and GOGO STEAM FERRY will be DISCONTINUED from the 1st proximo for the MONSOON MONTHS.

J. A. SHEPHERD.
28, Bombay Green, Bombay, 24th May 1876.

MUNICIPAL CORPORATION.

A SPECIAL GENERAL MEETING of the MUNICIPAL CORPORATION of BOMBAY, as already advertised, will be held in the Municipal Offices TO-DAY at 4 P.M.

H. WYNFORD BARROW,
Clerk, Municipal Corporation and Secretary, Town Council.
Municipal Offices, Bombay, 24th May 1876.

LOSS BY EXCHANGE.

THE LOSS to Remitters having now reached TWENTY PER CENT., we are compelled to INCREASE from 1st JUNE, our advertised RATES in proportion and refer Constituents to our Revised Price List.

CUTLER, PALMER & Co.
Bombay, 22nd May 1876.

TO BE LET, the BUNGALOW at Middle Colaba, now in the occupation of S. J. HARRISON, Esquire. Rent Rs. 110. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, from the First June, the BUNGALOW, No. 167, at Malabar Hill, now in the occupation of Mon. F. DE BOURGNAC. Rent moderate. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, FURNISHED, for three months either from the First day of June or July, the well known "ANSLEY LODGE," situate on the top of Cumballa Hill, now in the occupation of J. E. BODEN, Esquire. Rent Rs. 250. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, a RESIDENCE in Hornby Row. Rent very moderate. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, a RESIDENCE in Elphinstone Circle. Rent Rs. 60. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, the BUNGALOW at Breach Candy known as the CROW'S NEST, either the whole or in portion; the whole will be let furnished if required. For Rent and other particulars apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, a large and comfortable RESIDENCE in the Fort, situated in the most central position. Rent Rs. 150. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

THERMOMETERS
OF GUARANTEED ACCURACY.

Polished Boxwood, 8 to 12 inch	Rs. 1 8 to Rs. 6 8
Japanned Tin, 8 to 14 inch	„ 2 8 to „ 3 4
Ivory, Pocket, in Morocco Cases	„ „ 5 0
Pedestal, with Glass Shade, 6 to 8 inch	„ 8 0 to „ 10 0

SELF REGISTERING.

Max. and Min. in one Instrument.	
Boxwood Scale in Metal Frame	Rs. 8 0
Porcelain do. do.	„ 20 0
Max. and Min. in separate Instruments.	
Boxwood in Mahogany case, Alpine Club pattern	Rs. 20 0
Do. Morocco do. neat pocket size	„ 20 0
Porcelain and Bronze in Mahogany case, Livingston's Pattern	„ 34 0
Minimum on Oak or Boxwood	Rs. 4 and „ 6 0
Maximum do. do.	„ 7 and „ 9 0

ALSO,

Wet and Dry Bulb and various other Thermometers for scientific purposes.

RAIN GAUGES.
GUARANTEED ACCURATE,
Rs. 12 and Rs. 14 each.
Or at reduced rates per dozen.

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

WANTED, A FURNISHED BUNGALOW from 10th June. Rent Rs. 150. Apply to P. BYRAMJEE, House Agent.

WATERPROOF SUITS (WHITE), Rs. 10 per suit complete for cash only. Apply to W.J. ESSAI, corner of Meadow and Forbes Street, Bombay.

A COMFORTABLE CABIN PASSAGE to LIVERPOOL by a steamer sailing on 27th, can be had for Rs. 350. Apply to "B."

TO LET, Upper-storied apartments near the Baroda Railway Station, Eastern entrance. Rent Rs. 60. Apply on the Premises, Grant Road.

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A.," *Bombay Gazette* Office.

FOR SALE, an English-built Barouche, by Laurie and Marner, with a pair of Grey Horses, over 15 hands and set of English Harness; also a Grey Brougham Horse. Apply to "A. B.," care of *Bombay Gazette* Office.

WINES, SPIRITS, BEER, &c.

PERINET'S CHAMPAGNES, Rs. 30 and Rs. 45.
A. COLLIN'S CARTE BLANCHE, Rs. 30
ROUYER, GUILLET'S PURE COGNAC, Rs. 15 Pints; Rs. 8, Half-pints.
BASS' BEER, from CAMERON & SAUNDERS, Rs. 58.
DUTCH BEER, Rs. 4 per dozen quarts.
ASHBURNER'S AMONTILLADO, Rs. 24.
G. PRELLER & Co.'s EXCELLENT CLARETS, direct from Bordeaux, Rs. 9 to Rs. 15.
BECHADE LAFFONT & Co.'s CLARETS, Rs 8.
Do. do. BRANDY, Rs. 18.

ALDRIDGE, SALMON & Co.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned, at the following REDUCED RATES:—

CLARETS.

Chateau de Grands	Rs. 12 per doz.
Chateau St. Julien	„ 15 „
Les Canons	„ 16 „
Chateau Leoville	„ 20 „
Chateau Lafitte	„ 24 „

HOCKS.

Steinwein (in glass jugs)	Rs. 20 per doz.
Hockheimer	„ 23 „
Rudesheimer	„ 25 „
Marcobrunner	„ 26 „
Queen Victoria Berg	„ 36 „
Liebfraumilch	„ 12 per doz. pts.

CHAMPAGNE.

Carte Blanche	Rs. 24 per doz.

BRANDY.

OLD COGNAC (Muller Freres)	Rs. 20 per doz.

BEER.

Ind. Coope & Co.'s Beer	Rs. 5-8 per doz. qts.

VOLKART BROTHERS.

Rampart Row, Fort.

BRANDIES.

	Cash. Rs. a.
FINE OLD PALE COGNAC (Treacher's celebrated Heart Labelled), pure, soft and delicate, per dozen	30 0
OLD PALE BRANDY, a Spirit equal to the first class brands of Hennessy, Martell, and others, commonly sold at a higher rate	27 0
OLD BRANDY; a sound wholesome spirit	23 0

These well-known Spirits, unequalled for purity and softness, find an increasing sale throughout the whole of India.

TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA, & POONA.

TREACHER & COMPANY, Ld.,
WINE MERCHANTS.

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

CLARET:
Bordeaux;
An excellent Cup Wine,
Per doz. Quarts, Cash, Rs. 9-8.

CLARET:
Petit Medoc;
A sound agreeable Breakfast Wine.
Per doz. Quarts, Cash, Rs. 12-0.
Do. Pints, Cash, Rs. 7-0.

CLARET:
Medoc;
A very superior Breakfast Wine.
Per doz. Quarts, Cash, Rs. 15-0.
Do. Pints, Cash, Rs. 9-0.

CLARET:
Chateau Lagrange;
An excellent Dinner Wine.
Per doz. Quarts, Cash, Rs. 20.
Per doz. Pints, Cash, Rs. 11.

CLARET:
Chateau La Rose;
A fine full-bodied Dinner Wine.
Per dozen Quarts, Cash, Rs. 25-0.
Per dozen Pints, Cash, Rs. 14-0.

CLARET:
Chateau Margaux;
Rich, old, and very fragrant.
Per dozen Quarts, Cash, Rs. 30-0.
Per dozen Pints, Cash, Rs. 16-0.

These Brands have been known throughout Western India for many years as of the best quality and the best value for their prices imported.

BOMBAY, BYCULLA, AND POONA.

ICE! ICE!! ICE!!!

Carre's New Patent Ice Machine.
(SILVER MEDAL AWARDED BY THE INTERNATIONAL EXHIBITION OF 1867.)
TO BE HAD ONLY FROM
S. Rose & Co., Bombay.

The only Machine suitable for Domestic use; Cheap, Cleanly, and Easy to work; always ready for use and never gets out of order.

In a very few minutes, water at 80° Fahrenheit can be reduced to freezing point; to about half an hour, a block of Ice can be produced at a cost of, say, one or two annas. Vases are provided for making Block Ice; the Decanter is specially useful for cooling Water or other Liquids, or for making Sherbet, &c.

The mode of producing Ice is by means of a Pneumatic Machine, the air in the Decanter or Vase is exhausted by the action of the air-pump, and the moisture, arising from rapid evaporation, absorbed by the Sulphuric Acid intense cold in the Decanter or Vase is the result *reducing the water to Ice.*

An Illustrated Pamphlet, containing full directions for use, accompanies each Machine.

Messrs. Clubs, Traders, &c., supplied at wholesale Rates.

For use in Up-country Stations, Messrs. Hotels, Hospitals and on Board-ship, these Machines will be found invaluable; and their portability renders them most serviceable for Camp use. Within fifteen minutes the Machine can be fitted together charged with acid, and the water at 85 deg. Fahrenheit can be reduced to freezing point.

Single and double Actors made, Rs. 175 and Rs. 150. Complete with all accessories and instruction book.

The above Machines can be seen in working order on the premises of S. ROSE and Co., Bombay.

Special Notice.

S. ROSE & Co.'s apparatus for cooling Wines or Beer with the aid of the Pneumatic Ice Machine, and without contact of Ice with the Wine, is an entirely new adaptation.

The introduction of Messrs. S. ROSE & Co.'s apparatus is acknowledged to have supplied a perfect method for cooling Wines or Beer without any risk of injuring the flavor.

Personal inspection of the new apparatus and its accessories is requested, and full practical instructions for using the Machine will be given to the Agents, or to the servants of purchasers.

The Portable Fountain Aquarium.

This very Handsome and Ingenious Novelty forms an elegant Addition to the Drawing-Room.

The Square ebonized base is 42 inches in height, and 15 inches across: it is relieved with gold, and is tastefully draped with coloured cloth and fringes. The Bowl is 12½ inches deep and 14 inches in width; it is composed of very strong Plate Glass.

There is plenty of room for gold fish and other denizens of the Aquarium. In the centre of the bowl is the fountain-pipe, tastefully hidden by virgin cork, weeds, shells, &c.

The Fountain is perpetual in its action, and it can be readily set in motion in a few moments by the most inexperienced person; its machanism is very simple, so that it cannot easily get out of order.

Price, complete with Drapery, Rs. 200 Cash.

S. ROSE & CO., 10, MEADOW STREET, FORT, BOMBAY.

C. BOUNEVIALLE & CO.,
9, HUMMUM STREET, BOMBAY.
AND LONDON, BORDEAUX AND HYDERABAD (DECCAN.)

PRIZE MEDAL,
BOMBAY EXHIBITION 1873.

Price List.

SHERRIES.	Quarts Per Doz. Rs. a.	Pints Per Doz. Rs. a.
OLD PALE SHERRY, (our own), recommended; an extraordinary Dinner Sherry; dry	18 0	...
VINO DE PASTO, Pink capsule (our own), pale and dry	28 0	...
AMONTILLADO, Light Pink capsule (our own), dry and delicate	31 0	...
MANZANILLA, Blue capsule (our own), full bodied, nutty, and dry	33 0	...
AMOROSO, Green capsule (our own), very choice and superior	37 0	...
MONTILLA of Cordova (red capsule), the perfection of dry wine, highly recommended to Connoisseurs	35 0	...
PORTS.		
OLD PORT from the Alto Douro district, well matured in wood, plain capsule	20 0	...
VERY OLD PORT (brown capsule and label), recommended	22 0	...
SUPERIOR OLD PORT (black capsule and label), possessing the invigorating properties required by invalids	24 0	...
EXTRA FINE OLD PORT (particular blue capsule and label): this superlative wine is from one of the first vineyards in Portugal	34 0	...
CHAMPAGNES.		
OUR OWN (signed ticket) Private Cuvee Extra Dry	44 0	24 0
Do. Vintage 1868	0 0	24 0
AYALA & Co.'s Chateau d' Ay, extra dry quality	38 0	21 0
Do do in Magnums	70 0	...
Do do ½ pints, suitable for invalids	15 0	...
FREMINET ET FILS (Fleur de Bouzy)	38 0	21 0
GEISLER'S (India special)	47 0	25 0
JULES MUMM'S First quality (white label)	47 0	25 0
BARON DE SAULT'S (for Tiffin)s	...	18 0
Do do Magnums	50 0	...
BORDEAUX—RED AND WHITE.		
ST. JULIEN MEDOC (our own)	11 0	6 8
CHATEAU LAROSE (our own)	15 0	8 8
„ HATEAU LEOVILLE „	18 0	10 0
PAUILLAC „	16 0	9 0
ST. ESTEPHE „	15 0	8 8
MOUTON D'ARMAILHAC (our own brand)	19 0	10 8
SAUTERNE „	16 0	9 0
CHATEAU D'OISY, a much dryer Wine than Sauterne	22 0	12 0
CHATEAU TALENCE „	22 0	12 0
CHATEAU LABEGORCE (Margaux)	26 0	14 0
HATEAU MARGAUX (our own brand)	26 0	14 0
CHABLIS (Polack Frere's)	16 0	...
CHABLIS (our own)	18 0	10 0
BURGUNDIES.		
POMARD (our own brand)	19 0	10 0
CHAMBERTIN „	20 0	10 8
SPARKLING MOSELLE.		
SPARKLING MOSELLE Brauneberger	28 0	16 8
Do do Josephshoffer	33 0	18 0
Do do Zeltinger	36 0	20 0
Do do Scharzhofberger	39 0	21 0
CREMANT BLANC	30 0	16 8
STILL MOSELLE.		
ZELTINGER	24 0	...
SCHARZBERG	30 0	...

STILL HOCKS.	Quarts. Per Doz. Rs. as.	Pints. Per Doz. Rs. as.
ERBACH	23 0	..
RHENISH	18 0	10 0
BODENTHAL	20 0	11 0
NIERSTEIN	22 0	13 0
DEIDESHEIM, No. 1	24 0	13 0
RUDESHEIMER	24 0	13 0
GRUNHAUSEN	28 0	..
HOCKHEIMER	28 0	..
JOHANNISBERGER	38 0	20 0
GEISENHEIM	24 0	..
DEIDESHEIM, No. 2	18 0	10 0
SCHLOSS JOHANISBERG, (Select Growth).	30 0	..
SCHARLACHBERG	32 0	..
LIEBFRAUMILCH	38 0	20 0
SCHLOSSBERG	30 0	..
STEINWEIN IN BOCKSBEUTEL	43 0	..
SPARKLING HOCK.		
SPARKLING HOCHHEIMER	28 0	16 0
„ RUDESHEIMER	28 0	18 8
„ RAUENTHALER	36 0	20 8
„ JOHANNISBERGER	39 0	21 8
MADEIRA.		
FINE OLD E. J. Reserve	32 0	..
MARSALA.		
VIRGIN WINE (Ingham's) highly recommended by the Medical Profession	18 0	..
BRANDIES.		
FINE CHAMPAGNE COGNAC (our own) recommended	27 0	..
OUR OWN, 3 Star	23 0	..
Do do ** Stars	25 0	..
Do do *** Stars	27 0	..
HENNESSY'S * one Star	25 8	...
Do. ** two Stars	29 8	...
Do. *** three Stars	31 8	...
MARTELL'S Brandy * one Star	25 8	...
Do ** one Star Flask	13 8	...
Do ** two Stars	27 0	...
Do *** three „	30 0	...
L. FURLAUD'S * Star	23 0	..
Do ** Stars	25 0	..
Do *** Stars	27 0	..
Do V.O.S. reco amended	35 0	...
EXSHAW'S No. 1	35 0	...
Do No. 2	30 8	...
DENNIS MOUNIE'S	25 0	...
MISCELLANEOUS.		
OLD TOM,

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, 23RD MAY 1876.

YESTERDAY'S Liverpool Cotton Market advices are the most discouraging we have had for some time back, and for once Reuter is in accord with private reports. The sales only reached 8,000 bales and the tone is given as depressed, prices on the spot nominal. To arrive, Good Fair Dhollera April-May shipment via Cape is quoted at 4½d. and May-June shipment at 4 9/16d. per lb., being a decline of 1/16d. to ¼d. per lb. Even at these lower figures however there are almost no buyers, and the Market appears to have settled down into a state of depression from which there is little hope of recovery unless the American crop advices assume a decidedly adverse character, or what is more unlikely, the Piece Goods Markets on this side take an upward turn.

From New York, yesterday's telegrams quote ready Mid. Uplands at 12 cents, a decline of ⅛, and July shipment at 12⅛ a decline of ⅛ cents per lb.

The Manchester Piece Goods Market continues very dull, nor is there much hope of improvement while Exchange on this side continues to decline. Coffee in London is reported steady, but Midd. Plantation Ceylon is quoted 1s. per cwt lower. Cocoanut Oil and Seeds are unchanged. Wheat is 1s. per quarter dearer.

Consols are quoted at 96½, a decline of ⅛. A further payment of £89,000 has gone into the Bank of England, making £232,000 paid in since the last return.

We have been unable to obtain any definite confirmation of the rumours current here yesterday that Bar Silver had declined to 52d. per oz. Reuter, however, quotes 52¼d., which is a decline of ¼d. from Saturday, and it is just as likely as not that to-morrow may bring us confirmation of the lower figure. People here appear to have entirely given up the idea of estimating the possible extent of the decline, and it would surprise no one to learn that 50d per oz. was likely to be the price a week hence.

The Directors of the Bank of Bombay made no change in their rates of interest and discount at to day's Board meeting. Notwithstanding the somewhat unfavourable character of yesterday's return a reduction of at least one per cent. was generally anticipated, but whatever the Bank may do will not alter the easier tendency of money in the open market, and maintaining high rates for the present only means the more sudden reduction later on.

In STERLING EXCHANGE there has been very little done to-day, but rates have shown a complete collapse. Nominally we reduce our quotations ¼d. per rupee, but at that there are numerous buyers and few sellers and a further material fall seems imminent. We quote :—

Bank Bills on demand ..	..1s. 8¼d.	per Rupee
Do. 6 months' sight.....	..1s. 8¾d.	,,
Credits, 3 months' sight ..	1s. 8¾	,,
Documents, 3 months' sight	1s. 8⅝ to 7-16d.	,,

On Calcutta we quote demand bills at par to 1/16 premium, 60-days' sight ⅛ per cent discount.

GOVERNMENT PAPER is very weak and buyers seem to have quite withdrawn from the market for the time being. We call Fours, Rs. 101½; Fours-and-a-half, Rs. 101⅝; Fives-and-a-half, Rs. 103¼.

THE SHARE MARKET to-day has been very active, and in Spinning and Weaving Scrip quite an excitement has been manifested with a material advance in values. Anticipations of extremely cheap money during the monsoon render native capitalists anxious to secure everything in the shape of good investments and seems by no means unlikely that we may see considerable speculation at no distant date. Bank of Bombay's have advanced to 47 per cent. premium with no sellers at that, and Spinning and Weaving shares are higher all round by Rs. 25 to Rs. 50 per share, even Dhurrumseys having advanced Rs. 40. Press and Land shares have not yet felt the advance, but the more favourite companies will probably receive attention when Spinning shares have been pushed beyond buyers' ideas.

THE COTTON MARKET has been weak owing to the tenor of the home telegrams coupled with heavy arrivals, and sellers have generally accepted a decline of Rs. 2 per candy. There has been a fair amount of business doing, however, exporters showing a disposition to avail of the present depression for covering in previous sales, and for the next few days we may accordingly look for considerable activity. The *receipts* yesterday were 5,512 bales, making 18,790 bales for the four days, but a large number of Dhollera, Bhownuggur and Mowa boats have come in to-day which will go a long way towards increasing the week's figures.

FREIGHTS continue dull and unchanged. By Steamer for Liverpool we quote £1-18 9 to £2 and by first class Iron ships £1-15 to £1-17-6 per ton. By Wooden vessels there are few shippers and rates are nominally £1-12-6 per ton.

PIECE GOODS are fairly active in the Bazaar, but prices do not improve, and with a continuous fall in exchange to face importers have no inducement to sell.

COALS are in active request to arrive, and owing to exchange, values look like advancing. Stocks here are not heavy and the rate at which the consumption is increasing looks like leading but a small supply to begin the season with after the monsoon.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Nomi. Value p. sh.	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.	Rs.	p. a.		Rs.
200,000	100	all	5 p.ct	Agra Bank	100
120,000	1,000	all	10 do.	Bank of Bengal	1,400xd
30,000	500	all	5 p.ct	Bank of Bombay New...	735 4
5,280	1,000	all	8 do.	Bank of Madras.....	1,200
80,000	250	all	8 p.ct	Chartered Mercantile Bank of L.I. & China	300
40,000	2811	all	6 p.ct	Hong. & Shanghai Bank.	300
40,000	400	all	10 do.	Chartered Bank of India and China	195
40,000	250	125	12 do.	National Bank of India..	107 exd
80,000	250	all		Oriental Bank.....	480

LAND COMPANIES.

4,000	1,000	all	60	Colaba Land Co.....	1,130
7,800	100	all	...	Fore Land & Pier Co.Ld	80
1,750	1,000	1,000	30 p.a.	Mazagon Land	580
6,000	1 400	all	10 do.	Port Canning Land Company, Limited.....	225

RAILWAY COMPANIES.

...	£20	18 8 7-16	5 p.c.	G. I. P. Railway Consolidated Stock	267
...	£20	103 14 6	do.	Do. New £20 Shares.....	126
...	£20	66 7 3	do.	Ditto	72
...	£20	21 13 1	do.	Ditto	32
...	£10	1,000	do.	B.B. & C.I. Railway Co.	1,100
...	£16	14 5 8	do.	Do. New Shares	235

SPINNING AND WEAVING COMPANIES

600	1,250	all	50 p.a.	Alexandra Spinning.....	1,150
500	3,500	all	150	Alliance Spinning	2,500
200	2,000	all	...	Bhownuggur M. & P. Co.	1,400
300	1,000	all	50 p.a	Bombay United	1,125
400	120	all	10*	Ditto	155
900	200	75	...	Colaba Spinning.....	850
2,500	1,000	all	100 p.a	Dhurumsey Spinning ..	1,010
1,500	1,250	all	62p.a	Fleming S. W. Co.....	1,060
2,400	1,000	all	80ps*	Great Eastern	1,155
2,000	300	all	...	Bombay Hemp & Jute Mill Co	270
700	1,000	all	80p.a	Hindustan S. W. Co.....	1,100
750	1,000	all	65p.a	Jowraj Balloo Mills	1,035
...	50	all	...	Khandesh Spinning	680
1,000	1,000	all	...	Khatao Mucenjee S. & W. Co.	980
300	1,250	all	Nil	Madras Spinning	1,100
...	...	500	75*	Madras U. Spinning	1,100
2,500	1,000	all	70	Manockji Petit's.....	1,175
1,000	1,250	all	62p.a*	Manarjee Spinning.....	1,185
4,000	230	all	60ps*	Oriental	770
800	1,250	all	...	Prince of Wales Spinning	1,175
1,200	1,000	all	60 p.a	Sassoon S. W. Co.....	950
110	1,000	1,000	900p.a	Soonderdas Spinning ..	950
800	1,000	250	125p.a	Do. do. 1/4share.	300

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,950	200 ps	Akbar Cotton Press Co..	1,450
300	2,000	1,100	85 ps	Bombay Co. Kurrachee..	730
100	500	all	18 p.a.	Albert Ginning Co.....	650
150	1,000	all	1,000	Alfred Mills Co.	1,100
150	12,000	11,900	435 ps	Apollo Press Co.....	5,100
176	1,000	all	60	Bellary	790
155	500	all	65 ps	Benar Company (New)..	510
200	1,000	all	60 ps	Indian Press Co.	980
400	250	all	64 p.c.	Broach Cotton Co.....	90
400	1,500	all	75 ps	Carwar Co.....	900
250	500	all	...	Coconada Press Co.....	15
800	1,880	all	700 ps	Colaba Press Co	2,100
800	800	all	Nil.	Dholera P. & G. Co	150
800	1,000	all	150	East India Press Co.....	950
150	5,500	all	Rs.200	Fort Press Co.....	1,400
300	2,000	2,000	15 ps	Framji Cowasji Press Company	300
250	500	all	100 ps	French Press Co.....	425
1,150	...	1,400	100 ps	Imperial Press Co.....	410
5,120	100	350	65 ps	Mofussil Press & Ginning Co.....	345
800	2,000	2,000	...	Nicol Press Manufacturing Co., Ld.....	1,125
120	...	1,500	250 ps	Prince of W. Press	700
200	500	all	100 ps	Sassoon's Press Co.....	525
800	800	750	45 ps	Scinde Press Co.....	420
300	1,000	750	...	Scinde & Punjaub Cotton Press Co., Limited.....	1,025
150	250	all	12 p.c.	Vortex Cotton Gin and Press Co	200 ml
680	1,00'0	...	125ps*	Volkart's United Press Co.....	880

* Per share, for the year.

MISCELLANEOUS.

1,000	12,500	1500	240ps.	Bombay Burmah Trading Corporation	1,560
1,000	50	all	4 pct	Bombay Gas Company .	60
700	1,000	all	...	Bombay Saw Mill Co.....	700
2,500	500	300	80ps.	Landing & Shipping Co. of Kurrachee, Ld.	210
12,150	200	100	8 p.	Malabar Company, Ld	70
21,000	20	all	2 pr	Mechanics' Build'gs Co.	37
1,200	50	all	30 p.	Preacher & Co.....	415
...	250	all	40 pr	Vegas Patent Slip	32

SHIPPING INTELLIGENCE.

THE ship MARATHON, 1,139 tons, Captain G. Jones, will sail to-day for Dunkirk, with a cargo of 28,997½ cwts. linseed.

THE s. s. PEARL, 366 tons, Captain W. Ashton, arrived in harbour yesterday from Bhownuggur (May 21st), with a cargo of cotton.

THE s. s. SESTOS, 754 tons, Captain R. Tilmouth, arrived in harbour on the 22nd instant from Calcutta (May 2nd), with the following cargo :—966 bags betelnuts, 793 packages gunnies, 47 bundles twine, 47 cases tea, 4 cases piecegoods, 6 cases arrowroot, 11 bundles copper plates, 340 bags rice, 5 cases goods, 3 cases preserves, 1 package shells 1 case silk, 6,680 bundles coir yarn, 35 bundles coppra, 41 bags coffee, 59 bags pepper, and 264 bags turmeric. The vessel is consigned to Messrs. McCulloch Beyts and Co.

A LETTER from the Agent, Governor General, at Baroda, to the Secretary, the Political Department, dated 10th May 1876, states that a light-house has been erected at the cost of His Highness the Gaekwar, in a prominent position in the islet of Syani, off Bayt harbour, near Dwarka in Kattywar. Appending the letter are particulars of the light apparatus, and it is added that the Government of India has been informed of these particulars. The Bombay Government has directed that a copy of this letter should be furnished to the Marine Department for information.

ARRIVALS.

May.	Vessels.	Commanders	From.
23	Sestos	Tilmouth	Calcutta, May 2.
23	Pearl(s).....	Ashton	Bhownuggur, May 21.

DEPARTURE.

May.	Vessels.	Commanders	Destinations.
23	Seaforth	Crawly	Cocanada.

The ship Marathon, Jones, to Dunkirk, obtained her port clearence yesterday.

The following vessels were entered out for loading yesterday:—
Steamer European, to Liverpool.
Steamer Sestos, to Trieste, &c.
Steamer Pearl, to Bhownuggur.
Ship Mary Stenhouse, to Liverpool.
Ship Astronomer, toUnited Kingdom.
Ship Europa, to Hull.

DAILY IMPORTS.—MAY 23.

FROM LIVERPOOL.

Cella s—5 hogsheads port wine, Jamsetjee Nowrojee ; 6 packages hardware and glassware, Gangjee Poonja.
Brankcome Hall s—13 packages earthenware, Dhunjee Jairaj ; 42 cases stout, Jehangeriee Rustomjee Butivala.
Vixen s—2 cases hardware, Cassum Abdool Reman.
Cerdic s—799 bundles hoop iron, Premjee Ookerda.

FROM LONDON.

Cornwallis—12 cases glassware, Hasam Alarakhia and Co ; 125 casks beer, Jamsetjee Nowrojee.
Cella s—2 casks hardware, Mcsajee Esajee.
Mahrattagoor—125 casks beer, Jamsetjee Nowrojee ; 34 casks whiting, Dawoodbhoy Sulamanjee ; 7,703 packages iron, Remchunder Mahadew and Co ; 50 packages yellow ochre, Rajpoolah Shaik Adam and Co.
Timor s—50 kegs bird shots and 4 packages hardware, Tyebally Dawoodjee ; 26 cases writing paper, John S Elmore and Co ; 2 cases limestone, 2 cases perfumery and 5 cases cheese, Goolamally Sarafally.

FROM BORDEAUX.

Sumatra s—50 cases brandy, L Sibille and Co.

DAILY EXPORTS.—MAY 23.

FOR LIVERPOOL.

Khersonese—282 bags myrabollams, Vijbhookhan Amrutlall ; 241 bags myrabollams, Vasonjee Narayenjee.
Circassian—100 bales cotton, Bhugwanjee Muttoorbhoej ; 109 bales cotton, Monockjee Khanbhoy ; 200 bales cotton and 600 bags linseed, W and A Graham and Co ; 750 bales cotton, Nusserwanjee Manockjee and Co ; 200 bales cotton, Peel, Cassels and Co.
Cape Comorin—98 bales cott n, Mo'lall Rathee.
British Army—500 bales cotton, Greaves, Cotton and Co ; 100 bales cotton, Lyon and Co.
Hospodar—500 bales cotton, Sir Charles Forbes and Co ; 100 bales cotton. Lyon and Co.
Stornoway—100 bales cotton, Killick, Nixon and Co; 56 cases mother o' pearl shells, Jamnadass Lallbhoy.
Vixen s—160 cwts coir yarn, Shamjee Pudoosee ; 81 bales hemp, Chimonlaee Chundoobhoy ; 87 bales wool, Kesowjee Toolseedass : 64 bales cotton, Nurpar Jaiwnt ; 100 bales cotton, Canjee Purbuna'i Co ; 161 bales cotton, Greaves Cotton and Co ; 101 bales cotton, Pursotum Chapsey ; 26 bales rags, Lalji e Damjee.
Cella s—100 bales wool, Goculdass Toolseedass ; 100 bales cotton, Co verjee Mowjee and Co ; 100 bales cotton, Jules. Siegfried and Co ; 73 bales wool, Dosabhoy Pestonjee Khambata ; 20 bales wool, Samjee Veerjee ; 4 bales wool, W Nicol and Co ; 51 bales wool, Vulubdas Vundrawandass.
Branksome Hall s—63 bales wool, Luckmedass Khimjee ; 22 bales Sassoon J. Sassoon and Co.....; 950 bales cotton, Soonderdas Spinning ..
European s—200 cwts coir yarn, Hasum Noormomed.

FOR DUNKIRK.

Monte Moro s—4,000 packages linseed, and 3,333 packages rapeseed, Volkart Brothers.
Galatea s—1,500 bags linseed, Finlay, Scott and Co.

FOR LEGHORN.

Australia s—120 bags wheat, Volkart Brothers.

FOR HAVRE.

A S Davis—1,670 bags rapeseed, Ewart, Latham and Co,

FOR FALMOUTH.

Maitland—900 packets linseed, Wallace and Co.

FOR TRIESTE.

Zerbino s—450 bales cotton, Gaddum and Co ; 850 bales cotton, Peel, Cassels and Co ; 700 bales cotton, Ewart, Latham and Co.
Geelong s—100 bales cotton, H Clason and Co.
Lord Eslington s—493 bales cotton, E Spinner and Co ; 150 bales cotton, H Clason and Co.

FOR MARSEILLES.

Timor s—1,100 packets wheat and 240 bags rapeseed, Ralli Brothers.
Australia s—50 bales cotton, Gaddum and Co.

FOR UNITED KINGDOM.

Astronomer—22,667 bags linseed, Killick, Nixon and Co.

FOR VENICE.

Geelong s—150 bales cotton, Ritchie, Steuart and Co.

FOR BREMERHAVEN.

Electra—150 bales cotton, Knoop and Co.

FOR SUEZ.

Puttialla s—50 packages soapnuts, 50 packages turmeric, 31 packages hemuz, 15 packages sandalwood, 154 packages tammerind and 4 packages misatire, Munoobhoy Mahomedbhoy Misree.

FOR HONKONG.

Mongolia s—49 bales cotton, Cursetjee Bomanjee and Co ; 75 bales cotton, N J Abram ; 51 bales cotton, Nameehund Vussonjee ; 170 bales cotton, S N Tulatee ; 79 bales cotton, Morarbhoy Vijbhookundass ; 98 bales cotton, Joomabhoy Lalljee ; 95 bales cotton, Hajee Adom Esmail and Co.

FOR CALCUTTA.

Gainsborough—160 bales cotton, Knoop and Co.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 22nd May 1876.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 6 p.m. and 10 p.m.

Barometer corrected	29·626
Temperature of the Air	86·0
Wet Bulb Thermometer	79·8
Dew Point	77·7
Relative humidity of Air	0·769
Extent of cloudy sky (the whole sky clouded=8).	2·2
Maximum temperature of air (read at 9-30 a.m. on following day)	89·4
Minimum, do do	82·0
General Direction of wind	NW, WNW, NW.
Movement of wind in 24 hours	308

MILITARY INTELLIGENCE.

ARRIVAL.—MAY 22.

Hinde, Lieut, Bombay 1st Granadier N I, on leave, from ——.

DEPARTURES.—MAY 22.

Wise, Captain, Bombay S'aff Corps, on furlough, to England.
Murray, Surgn Major, Madras Medl Dept, on furlough, to England

MAY 23.

Hinde, Lieut, Bombay 1st Grenadier N I, on leave, to ——.
Ironside, Surg Major, Bombay Army Medl Dept, on leave, to Matheran.
Martin, Lieut, Bombay R H A, on leave, to Kirkee.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, May 20.)

JUDICIAL DEPARTMENT.

The Hon the Chief Justice of the High Court of Judicature at Fort William in Bengal has appointed Mr James Wilson, of No 2, Upper Gloucester Street, Dublin, Ireland, Solicitor, to be a Comr in Ireland for the purpose of taking under the law in force in British India the acknowledgments of married women of deeds to be executed by them in respect of property in India.
The Hon the Chief Justice has, with the approval of H E the Gov Genl of India in Council, appointed Mr C E Reily, Barrister-at-Law (with effect from the 1st inst), to officiate as Clerk of the Crown during the absence on leave of Mr W E H Forsyth, or until further order.

TELEGRAPH DEPARTMENT.

Mr P V Luke, an Asst Supt of the 1st grade, availed himself on the 11th April 1876 of the nine months' furlough granted to him in Notification No 55, dated 31st March 1876.

AGENT, GOVERNOR GENERAL, AND CHIEF COMMISSIONER RAJPOOTANA, F W D.

The Offg Agent, Govr Genl, and Chief Comr is pleased to make the following promotion :—
Supernumerary grade, Sergt T Tobin, attached to the Mhairwarra Irrigation Division, to be Supervisor, 1st grade, with effect from the 1st Sept 1875.

HYDERABAD RESIDENCY.

The leave on medical certificate granted to Mr Abdul Hakh, Extra Asst Comr, Hyderabad Assigned Dists, in Notifications No 137, dated 3rd Dec 1875, and No 187, dated 7th March 1876, is further extended to 3rd June next.
Mr C Prayers, appointed to officiate as Extra Asst Comr in the Residency Department by Notification No. 154, dated 11th Jan 1876, will also carry on the duties of Treasury Asst, under the orders of the Fi st Asst, with effect from the date of his appointment.

REVENUE SURVEY DEPARTMENT.

Col D C Vanrenen, R A, Supt of Revenue Surrey, is allowed subsidiary leave for two days, viz, 11th and 12th Dec 1875, under Chapter V, Sec 18 (b), of the Civil Leave Code, to enable him to rejoin his appointment from furlough.

GREAT TRIGONOMETRICAL SURVEY OF INDIA.

Privilege leave of absence for three months is granted to Capt A W Baird, RE, Offg Asst Supt, 1st grade, under Sec 21 of the Civil Leave Code, from 15th June next, or such date as he may avail himself thereof.
Privilege leave of absence for one month is granted to Capt W J Heaviside, RE, Depy Supt, 3rd grade, under Sec 21 of the Civil Leave Code with effect from 13th inst, or such date as he may avail himself thereof.
Mr W E Cockburn, Surveyor, 4th grade, is granted three months' privilege leave with effect from the 20th inst, or such date as his se vices can be spared.

PUBLIC WORKS DEPARTMENT—MILITARY WORKS.

Privilege leave of absence for a peri d of one month is granted to Sergt H McGraw, Overseer, attached to Lucknow Division, Military Works, from the 1st May 1876, or such subsequent date as he may avail himself of it.
Mr W E Cockburton, Asst Engr, 1st grade, transferred to this Circle in Insptr Genl's Notification No 46 of 16th Feb 1876,

is posted to the [illegible]
joined on the [illegible]
Lieut J [illegible] Asst Engr, 1st grade, transferred to this Circle in Insptr Genl's Notification No 52, dated 18th March 1876, is posted to the 1st Peshawur Division, which Division he joined on the 4th May 1876.
Maj D Ward, R E, transferred to the 18th Circle, Mily Works, per Insptr Genl Mily Works' No 53 of March 16th, is posted to the 2nd Rawal Pindi Division, Mily Works. He received charge thereof on the 22nd April 1876.
Lt J T Wright, RE, Asst Engr, 1st grade, made over charge of the 2nd Rawal Pindi Division, Mily Works, to Maj Ward on the 21st April 1876.

CONSULTING ENGINEER'S OFFICE—GUARANTEED RAILWAYS.

Maj A LeMessurier, R E, Depy Consulting Engr for Guaranteed Railways in Sind, availed himself of the privilege leave granted him in "Gazette of India" Notification No 174, dated 8th April 1876, on the afternoon of the 5th May 1876.
Lt H S F Haynes, R E, Asst Engr, 1st grade, assumed charge, under the authority of the Govt of India, of the office of Depy Consulting Engr in Sind, from Maj A LeMessurier, R E, on the afternoon of the 5th April 1876.

DIRECTOR OF STATE RAILWAYS.

The services of Mr E Williams, Temporary Sub Engr, 2nd grade, Indus Valley State Railway, are dispensed with.
Mr J W Buyers, Ex Engr, 2nd grade, Rajputana State Railway, is granted one day's subsidiary leave in extension of that granted him in Director's Notification No 59 of the 29th March 1876.
Mr. A Brereton, Temporary Asst Engr, 1st grade, Indus Valley State Railway, is granted three months' leave without allowances, with effect from the 1st May 1876.
Mr. J Tait, Asst Engr, 2nd grade, Indus Valley State Railway, passed the colloquial examination in native languages on the 25th March 1876.

RAJPOOTANA STATE RAILWAY.

Two months' leave of absence, without pay, under Sec 9, Supplement F, of the Civil Leave Code, is granted to Mr H Halpin, Temporary Sub-Engr, 3rd grade, attached to the Agra Division, Rajputana State Railway, with effect from the 15th May 1876, or such subsequent date as he may avail himself of the same.

HOLAR AND NERBUDDA STATE RAILWAYS.

Mr J E Howe, Supervisor, 1st grade, assumed charge of the Roosia Sub-Division, Ghat Division, on the afternoon of the 17th April 1876, on the departure of Mr W C L Floyd, Asst Engr, 1st grade, on three months' privilege leave granted to him in Notification No 9 of the 28 Jan 1876.
Mr T J Browning, Sub-Engr, 3rd grade, assumed charge of the Gutta Quarry Sub-Division, Nerbudda Sub-Division, on the afternoon of the 20th April 1876, on the departure of Mr G E Moore, Ex Engr, 4th grade, on two months' p ivilege leave granted to him in Notification No 32, dated 15th April 1876.

INDUS VALLEY STATE RAILWAY.

The following transfer have been made by the Suptdg Engrs, Mooltan and Upper Sind Dists :—
Mr A Rhodes, Asst Engr, 1st grade, from the Rety Division to the Office of the Suptdg Engr, Upper Sind Dist.

POSTAL NOTICES.

OVERLAND MAIL.

As the Overland Mail Steamers of the P. and O. S. N Company leave Bombay every *Monday* noon after 7 P.M., the following are the hours for closing Mails :—
Letters will be received at the General Post Office up to 5-30 P.M.
Newspapers, Books, and Patterns up to 3 P.M.
Registered Letters up to 2 P.M:
Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 2 and 4 P.M.
Late letters, if fully pre-paid by means of stamps in respect both of postage and of the late letter fee (4 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.
The latest hour for posting ordinary Overland Covers at the several Branch Post Offices is 3-30 P.M., and registered at 1 P.M.
Fully pre-paid letters will be received on board the Overland Mail Steamer after 5 P.M., and up to starting time (7 P.M.) by the payment of an additional fee of 8 annas. All others will be refused.
The Overland Mail Steamers will leave Bombay as under :—

	7 P.M.
Monday.....	May 29

DESPATCH OF INLAND MAILS FROM BOMBAY.

From the 1st June, the following revised arrangements in respect to the closing of the Inland Mails will come into force :—
The after packet, hitherto made up at the General Post Office, will be abolished, and the times for posting extended to the hours given in the subjoined Table.
A Post Office will be established at the Boree Bunder Railway Station, where Letters and Papers, too late for the Mail closing at the General Post Office, will be received *without fee* up to 5 minutes of the departure of Trains.
No Letters or Papers can be posted in the Railway Caariage Letter Box.

MAILS.	Latest hour for Posting			
	At General Post Office.		At Branch Post Offices.	At the Boree Bunder Railway Station Post Office.
	Ordinary Letters, and Papers.	Registered Letters & Parcels.		
For Bengal, N. W. Provinces, Punjab Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway, ...	4-50 P.M.	3 P.M.	3 P.M.	5-25 P.M.
For all Post Towns on the S.E.Line of the G. I. P. Railway, for Poona, and Madras Presidency : also for Ahmednuggur, Seroor, Deccan, and S. M. Country	1-20 P. M.	12 NOON.	11-30 A.M.	1-55 P.M.
For ditto on the B. B, and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	7-30 P. M.	4 P.M.	5-30 P.M.	...
For ditto in Southern Concan, i. e., for Pen, Nagotna, Mahad, Khed, Dapoolee, and Ratnagherry	10 A.M.	4 P.M. of previous day.	8-30 A.M.	...
For ditto on the S. E. Line of the G. I.P. Railway as far as Poona, for Uruu and Panwel	5-30 A.M.	Do.	(5-30 P.M. of previous day.	..

Registered letters and banghy parcels for despatch by all mails are received, except on Sundays, from 10 A.M. to 4 P.M.

MR. E. M. WALTON,
SURGEON DENTIST,
12, RAMPART ROW.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

DEEFHOLTS—May 17th, at Calcutta, the wife of Chas. F Deefholts, Pleader, of a son.
GIBNEY—May 16th, at Karnal, the wife of J. Gibney, Supervisor, P. W. D., of a son.
McMAHON—May 18th, at Simla, the wife of Lieutenant-Colonel C. A. McM ahon, M.S.C., of a son.

The Bombay Gazette.

WEDNESDAY, MAY 24, 1876.

WHEN people see a man bent down with age, his support a stick, his eyesight disappearing, his speech degenerating into a feeble mumble, and his intellect approaching the confines of oblivion, they naturally say, "Surely the end is at hand." It is plain even to his most hopeful friends that the second childhood will soon be over, and that the days may almost be numbered when he will pass over to the great majority. In like manner, when we see day by day the growing feebleness of the Bombay Government, we make the same remark, "Surely the end is at hand." Everything is slipping from its grasp, and being picked up by stronger hands, and apparently nature has not left it with enough strength of mind to make even a feeble protest. Time was when the Bombay Government had a high reputation, and its Governors were men of mark, who left a certain impress upon the imperial policy of the Government of India. That was in the days of its vigorous manhood. *Then* power and responsibility were thrust upon it, and its opinions were not despised. All that has changed now. The Bombay Government is going rapidly down the hill; it is no longer respected; it is considered a nonentity by its superiors; and its inferiors tolerate its weaknesses with the benevolent feeling that all will soon be over with it, for it is impossible that this sort of thing can last much longer. What sign is there of its existence at the present moment? None but rumours of more impending pieces of incompetent and harassing legislation. The Governor and his Councillors are somewhere on the hills enjoying themselves. Meanwhile the Government of India is politely helping itself to the old possessions of our Government, and there is no one to lift its voice against the slow but certain process which is clearing the way for the entire Presidency being put under a Lieutenant-Governor and its best appointments filled by Bengal civilians. The other day Baroda was plucked from the heart of the Bombay Presidency and given over to Bengal influence; Sind will soon be declared a portion of the Punjab and be governed by Punjab and Bengal civilians; and now the Bombay Mint is removed from the control of the Bombay Government and placed under the immediate control of the Government of India. It may be true that now-a-days the Bombay Mint ought to be closely related to the Government of India, and that that close relationship was impossible while the Mint was under the Bombay Government; but it is also true that the change now announced from Simla will have the effect of depriving the Bombay Government of several valuable appointments, while of course the Government of India and Bengal civilians will be these appointments the richer.

When one thinks of what the Bombay Government has achieved since Bombay was created an independent Presidency in 1708, he cannot but lament the evil days which have now befallen it, when its policy is confusion, its administration the source of discontent, and its feebleness a melancholy contrast with the vigour of its early days. It was not the feebleness of the Bombay Government the pirate Angria from his fortifications and his corsairs from the sea, which they used to make the high way [illegible] their depredations from Travancore to [illegible] wonder when again a Viceroy [illegible] highly of the Bombay Government [illegible] Wellesley did after the [illegible] the fall of Tippoo Sultan at Seringapatam. His Lordship wrote to Mr. Duncan, the Governor of this Presidency, that this distinguished part which the settlement of Bombay had played during the late crisis in the affairs and wealth of the common cause had repeatedly claimed his warm approbation and would ever be remembered by him with gratitude and respect. He was further pleased to say that he contemplated with pleasure Bombay's character of public spirit, resolution, and activity. In these days Viceroys do not write such letters to our Governors. When they write, it is to find fault, to disagree, or to announce the Government of India's decision to relieve the Government of Bombay of one more of its possessions. In 1872 the British outposts thought it a great achievement when they took up their station at Tanna, in the face of the swarms of Mahrattas beyond who were looking with jealous eyes upon the gradual progress of the tiny British dependency. In a few short years, the result of the Mysore campaign and the overthrow of Scindia's forces at Assaye had given Bombay such extensive additions to her territories that in 1805 (putting Sind aside) the Bombay Presidency was nearly as large as it now is. There must have been some vigour and administrative talent in those days. Now, all that the Government of Bombay seems to be able to do is, through downright blundering or pitiable weakness and laborious mediocrity, to lose territory and power, and to transfer the territory, power, and authority which were gained to the Presidency in days gone by through the vigour, ability, and sheer hard-work of Bombay men, to the Government of India and Bengal civilians. When we reflect upon the present state of the Bombay Government—upon its melancholy feebleness, its apparent incapacity to achieve a reputation either for administrative or executive work; when we see it almost crippled if a Private Secretary goes on leave to England for a few months; when it is so conscious of its helplessness that when the time comes for a Public Works Engineer, more remarkable for his defiance of public interests than ability, to retire from his overpaid appointment and take his proper place in the army, out of which perhaps it would have been better for Bombay if he had never come, it is actually capable of wringing its feeble old hands and appealing through the maudlin tears of second childhood to the Government of India not to let their friend and protector leave it,—when we see all this and more, and note how extremely probable it is that our present featureless *régime* will be a blank in the future, it is pleasant to think that Bombay, under previous Governments, has had a history. She has taken her share in some of the most exciting parts of Anglo-Indian story. She was not behind when the necessity arose for curbing Hyder Ali or paralysing Scindia at Assaye; hers was the honour of taking the most prominent share in crushing the effete and unscrupulous power of the Peishwas, and, by dispersing the Mahratta hosts of Bajee Rao, removing one of the most dangerous menaces to the consolidation of British power in India; Bombay troops won the heights of Aden; Bombay troops lent Sir Charles Napier invaluable assistance at Meeanee when his hard-won victory over the Sindhees and Beloochees had the double result of effectually putting aside the licentious and extravagant dynasty of the Ameers and adding the "Egypt of India" to the Bombay Presidency; Bombay troops had much to do in separating Baroda from dependence on the Peishwa; they have won laurels in China, Burma, Persia and Khelat; and who can forget that in the days of the severest trial the British Government has ever experienced in India, it was a Bombay column, under the command of Sir Hugh Rose, which made the celebrated Central India campaign that ended in the fall of Jhansie, Gwalior, and the death of Tantia Topee? Well has it been written—

"Better an hour of glorious crowded life
Than live an age without a name."

Bombay has had her hour of glorious life, and we can only regret that it never seems likely to return. She has had her Hornby, her Medows, her Abercrombie, her Elphinstones, her Malcolm among her not undistinguished list of Governors; while among her soldiers she can count such names as Eyre Coote, Cornwallis, Robert Abercromby, Lake, Dalhousie, Gough, Charles Napier, Gomm, Colin Campbell, Hugh Rose, and Napier of Magdala. Latterly she has had her Frere, her Fitzgerald, and now she has her Wodehouse. And what a change is there! Even under Sir Bartle Frere the Government of Bombay enjoyed a reputation for partial ability; and both Sir Bartle and his successor were men who preferred fighting for their rights and opinions to sitting down and crossing their hands with an air of sweet but stupid resignation. Poor Bombay has now much to regret. Once she was full of power. She controlled Aden; now Aden is controlled politically by the Secretary of State. She possessed independent political jurisdiction over the Arab States of the Persian Gulf and the East Coast of Africa; now that jurisdiction has passed to the Government of India. She had political charge of Baroda; Baroda, too, has been taken from her. She still has the management of Sind affairs; but to all who read the signs of the times it is clear that Sind, too, is passing away from her grasp. It is well for the Government of Bombay that it has had its hour of "glorious

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

CHOLERA IN ALLAHABAD DISTRICTS.

ALLAHABAD, 23RD MAY.

Cases in the districts about Allahabad, and aid is urgently needed. No reports from the station small-pox, measles, and fever are prevalent, and several deaths occurred.

MARTIN ARRESTED FOR SPECULATING IN BOMBAY.

Martin, who was arrested at the English Hotel here, left Allahabad last night by railway under police escort. He confesses to be a police officer of Calcutta, and says he has drawn of Rs. 1,000 weekly in Bombay. He was arrested for cheating only to the extent of Rs. 500, which he denies.

[REUTER'S TELEGRAMS.]

THE FENIANS AMNESTY QUESTION.

LONDON, 22ND MAY.

Speaking in the House of Commons this evening on a question of Mr. Maurice Brooks, Mr. Disraeli said he must decline to recommend an amnesty towards the Fenians. A lively discussion followed.

THE ORONTES.

The troopship Orontes has arrived home.

THE NEW FRENCH MINISTER TO LONDON.

PARIS, 23RD MAY.

The nomination of M. Pierrepont as French Minister to the Court of St. James was confirmed in the Senate to-day.

THE INDIAN MAILS.

LONDON, 22ND MAY.

The Bombay Mails of the 1st instant were delivered in London to-day.

The heavy Bombay Mails of the 24th ult. arrived at Southampton to-day.

LONDON, 22ND MAY, AFT.

The Liverpool Cotton Market closed depressed. Surats depressed.

The London Cotton Market has been very dull.

Fair Dhollera..... 4¼.

The Manchester Market has been very dull.

3 per cent. Consols for account ..... 96⅛.

Bar Silver..... 52½.

The sum of £89,000 has been paid into the Bank of England.

We understand that Sir Philip Wodehouse has received a telegram from England stating that he has been made a G. C. S. I. This honour must have been conferred upon him for the accidental fact that he happened to be Governor of this Presidency when the Prince of Wales visited India. It is to luck like this that some men's titles are due. Certainly the honour cannot have been conferred upon Sir Philip for any good work he has done during his career in India.

We learn by last night's mail that the house taken for Sir Salar Jung by the Duke of Sutherland is at the corner of Hamilton Place, Piccadilly, and the rent is £1,400 for the season. It contains 40 rooms. The Nawab has been invited by the City of London to the Banquet in honour of the Prince of Wales' return, and will also visit Manchester on the invitation of the Chamber of Commerce.

The prosecution in the great Forest Frauds Case, before Judge Jardine at Alibag, has concluded, and it is believed that a verdict will be given on Thursday or Friday next. This case has lasted nearly two months and is said to have cost Government over Rs. 20,000 in prosecution. Messrs. Branson and Shantaram Narayan are retained for the prosecution, and Tanna pleaders for the defence.

The Calcutta Milman Memorial Fund amounts already to Rs. 11,047.

The following pragraph is from the Lahore paper:—"A Turk, named Ibrahim, bearing a letter from the Commissioner of Police at Bombay to the District Superintendent of Police, Delhi, certifying that he is a respectable man and asking officers to protect him from ill treatment, is said to have started from Abbottabad via Srinagar for Yarkand."

On the 13th May a meeting of the Civil Engineers, P. W. D. Central Provinces, was held at Nagpore, to discuss prospects and grievances. A letter was written to the Central Committee at Calcutta, saying that the Nagpore engineers endorsed the resolutions of the Agra meeting, and that they thought the Government of India should be asked for an early decision on the Civil Engineers' memorial of 1871.

The writer of "The Week" in the *Englishman's Weekly Journal* remarks that dead men's shoes would seem to be objects of eager competition in Calcutta in these hard times. Within a few hours of the announcement of M. Lamouroux's (the late Italian Consul at Calcutta) unexpected decease, I hear, no less than a hundred and fifty telegrams were sent to France, or Italy, by aspirants after one, or other of his appointments. Yet the Bishopric of Calcutta is going a begging, and, at least, one man on the spot is said to have refused the over-onerous post.

Some excitement has been caused in Calcutta by the Commissioner of Police prohibiting a Christian missionary from preaching by the side of the Course. It appears to be considered an interference with the liberty of the subject. It is quite a mistake, however, says the *Englishman's Weekly Journal*, to suppose that public thoroughfares may be used for any purpose; and there is nothing unreasonable in requiring a man, whose vocation is to collect a crowd, to follow it at such a distance from a common thoroughfare as shall remove all risk of its producing inconvenience to passers-by. Had a Mahomedan missionary selected the same place for his exhortation, Christians would, probably, have considered that it was Sir Stuart Hogg's duty to send him to a quieter place.

Consequent on the large deficiencies in the manufacturing accounts of the Central Jail at Coimbatore, amounting to about rupees twenty-two thousand, the Government of Madras instructed Major J. E. Tennant, Inspector-General of Jails, to telegraph to Mr. H. E. Grimes, the Superintendent of the Central Jail, and who is at present on leave in England, to return at once to India. We learn from the *Madras Times* that Mr. Grimes has wired his reply, intimating his intention of leaving England as soon as possible and asking that things may be allowed to stand still until his arrival in India. We hear from Coimbatore that the Acting Superintendent of the Central Jail, Lieutenant-Colonel G. B. Bowen, has made great changes in the staff of the jail. The engineer in charge of the steam looms, as well as the master shoe-maker have both been dismissed, and the Deputy Jailor has had a month's notice to quit.

A correspondent writes from Cotacamund to a Bangalore contemporary as follows:—"We have had much rain on the coffee estates in these parts, but a violent storm coming on, just as a large blossom had opened, I am afraid the whole of that blossom will be lost; but it will make the setting of the previous large blossom sure. The rains in Ooty are this year rather scanty, and the heat is much felt, and sickness is prevalent in consequence. The hill climate does not agree with the Dutch, I hear, and it is likely he will return to Madras sooner than was expected." The *Examiner* strongly advises His Grace to come to Bangalore. He may not, perhaps, be aware, adds the paper, that an old and experienced officer, the late General Garstin, who spent the evening of his days and died in Bangalore, was of opinion that the climate of that place rivalled, for the greater part of the year, that of any other in the world, including the sunny clime of Italy itself.

We see it stated that the mania for economy has at length taken possession of the Eastern Bengal Railway authorities, who have commenced curtailing several privileges hitherto enjoyed by the men, which is creating much dissatisfaction, but no plea has, it is said, been advanced in support of the action they are taking, and can only surmise that when the men protest against it, the officials will tender a reply similar to that given by the Superintendent of the E. I. R. by drawing a comparison with other lines in India. The *Indian Railway Service Gazette* thinks that the best course for the railway men to adopt right throughout the country is to all sign one memorial and send it in to the Government of India, protesting against the oppression practised on many lines, and asking for one universal system of working on all railways in India. This they may fairly do, since the Agencies will not listen to their complaints, and the Government have an interest in every line in the country.

Comparing the results of the districts for which complete returns have been received, the total deaths registered in the Punjab in the week ending the 22nd April were 4,794 against 4,475 in the previous week. Two deaths were registered under the head of cholera,—one in the city of Lahore and the other in the village of Serai Moridki, on the Northern State Railway. There were 363 deaths registered under the head of small-pox, against 314 in the previous week. The mortality from this disease is steadily rising, as is usual at this season of the year. The district of Gurgaon is the greatest sufferer from it, having 70 deaths; the next greatest sufferer being Ferozepore, in which 44 small-pox deaths were registered. The small town of Kulachi, in the Dera Ismail Khan district, continues to suffer very severely, and the disease is very prevalent in the cities of Lahore and Umritsur. In several of the large towns there appears to be a considerable increase of sickness; the death-rates of Delhi rose from 34 to 43 per mille. There were 342 male and 331 female births registered.

The authorities of South Kensington have opened a new room, expressly devoted to interesting art-treasures collected in Persia. The articles, as described in the catalogue, consist of metal work, arms and armour, enamel on metal-gold and silver, personal ornaments, small objects in crystal, carvings in stone, books, manuscripts, paintings, woodwork, and papier mache, musical instruments; also specimens of silk, cotton, and woollen fabrics and embroideries, and a fine assortment of earthenware, wall tiles, and glass. The cases of glazed earthenware are likely to prove of great interest to collectors, who have had few like opportunities of familiarising their eyes with the rich and graceful designs and colours of Persian bowls, water bottles, and rice dishes. Some of the examples of glaze in blue, yellow, and green are quite fascinating in their gem like purity and lustre. Over 700 specimens of pottery for the most part once in daily and hourly use among the Persians, serve to illustrate the elegant taste of that remarkable people, more especially their love of colour. This feeling is no less manifest in the embroidery and needlework, in their depth, richness, and contrasts that startle by their intensity. An assortment of arms and armour ingeniously contrived and worked up to the completest finish will attract the curious and informed in the art of war.

Indian Public Opinion discusses a recent telegram that Reuter sent from London, in the following paragraph:—"Who is this Sirdar Narain Sing that is so anxious to return to the Punjab, and who is said to have addressed a petition to Lord Lytton and has since enlisted in his cause the sympathy of Lord Selborne to that end? We have searched Griffin's 'Punjab Chiefs' in vain for information regarding this gentleman; the Government officials at Lahore know nothing about him, and strange to say, our enquiries at Simla have only elicited the reply: 'Nothing is known here of Sirdar Narain Sing.' Has the ex-Lord Chancellor been 'interviewed' by an inmate of the Asiatic Home and misled into sympathy for some obscure individual, or has he been duped by some of Lord Shaftesbury's protégés, the fifty young men who inspired that nobleman with arguments against the Title's Bill and led him to believe they were exponents of public feeling in this country? There is evidently some mistake somewhere! An expatriated Sikh Sirdar is an individual of whom the local Government would have known at least, something, but of Sirdar Narain Sing no one appears to know anything. Can Ram Sing, the Kooka high priest, be referred to? If so, we can hardly join with Lord Selborne in advocating the extension of clemency to him. 'Acts of grace' are very well in their way, when they can be safely indulged in, but we hardly think the return of Ram Sing to the Punjab would result in much political good or be conducive to the peace and quietness of the province."

Referring to the remarks made in the *Indian Railway Service Gazette*, advising railway mechanics in England not to come out to this country during the reduction mania, by which so many Europeans and Eurasians have been thrown out of employ, the *Railway Service Gazette* in England writes:—"Very strong representations have been made by the Indian Amalgamated Society of Railway Servants to the Indian Government respecting the immigration of Europeans, whilst a great number of Europeans were out of employment in India, and various communications have reached us from the representatives of the Indian Society, written with the view of dissuading English railway servants from going out to that country. Our readers will see from the above that the *Indian Railway Service Gazette* supports the statements which have been made, and declines to advise 'good mechanics' in England to go out to India, as a great many who have gone out have been 'disappointed.' It has been suggested that possibly the state of things was not quite so bad as our Indian friends represented it, but that they feared the continued immigration of English employés might be the means of, in course of time, bringing about the correctness of their description. Whatever may be said on either side, the fact remains, that the Indian railway companies are still giving very much higher wages than those offered by our own companies. The advice of our contemporary will, no doubt, be well weighed by the railway servants in this country, and we shall be glad to publish, from time to time, any further information upon this important question which may reach us from authentic sources."

A correspondent of the Ajmere paper, the *Star of India*, remarks that "if the effect of opening the Bolan Pass has been to let loose a lot of hordes of Mussulman thieves to overrun this peaceful and property-respecting country, the sooner Major Sandeman shuts that Pass up again the better it will be for the poor people of Hindoostan who place a great value on their trinkets and have a weakness for preserving them. Further they have an antipathy to people who steal soap and yet never wash themselves." He then relates the following story in illustration of the above remarks:—"The inhabitants of that exceedingly quiet town Erinpoora have been driven to the verge of distraction by the tricks played upon them by a party of natives of Beloochistan, who have been staying on the Grand Parade near the Serohie Road. These strangers were for the first few days of their sojourn made quite welcome in the bazaars and kept the people amused by relating wonderful stories of strange lands and adventures by flood and field; but very soon people began to miss their goats, and various articles of jewellery, &c. mysteriously disappeared. The people of Erinpoora are proverbially honest. In fact there is not a thief in Erinpoora, so the Beloochees were suspected and complaints were made to the commandant who tried to get the rascals to go by persuasion but that was no use, they were quite comfortable where they were. They said their prayers regularly five times a day and went out all night cattle-lifting in the surrounding villages. They had a most plausible and insinuating way of entering houses in the bazaar and engaging the inmates in conversation while others pilfered the property. Some of these gay young Bohemians [illegible] flatter the girls and invite them to their camp if they were good beauties and jewellery, but they did not get any to go. They can act the Jeremy Diddler to the veins of nicety; some of them went to the house of an old dhobin on the 10th instant and haggled about some washing; this was all nonsense because they never wash their clothes nor yet their skins; and when they had gone away, as a matter of course something was missed; it was only a pair of gold earrings, a copper plate and twelve annas; but the dhobin made a great noise, went to the commandant and stated her pitiful tale, the consequence was that the whole of the Jeremy Diddlers and their women were taken up and paraded before the commandant's house. They looked extremely innocent and tried to appear injured. The dhobin inspected them but failed to detect the thief, they are all so much alike, so they were dismissed with a caution. Their camp ought to have been searched but for some incomprehensible reason it was not. Complaints against them continued until they were distinctly ordered to go away, but just then their jemadar or commander came in from Mount Aboo armed with a *purwanna*; it was signed 'Young' and dated March 1863. There are many Youngs, surely this could not have been our gallant Captain, the Assistant Political Agent of Meywar. They said they were going to Oodeypore, and as complaints came in thicker and faster, an order was issued not to allow their horses to drink at the station wells after last night and that order was improved upon for not a single horse, man nor woman was allowed to enter the bazaars, and this morning, to the great delight of the people, they went away in disgust. Orders however had been given to the bunneahs on the road to supply them with provisions. What they wanted or what their business was no one seems to know nor could they tell themselves."

BOMBAY.

High Court Chambers.—Mr. Justice Green sat in the High Court chambers a couple of hours yesterday; but the miscellaneous business disposed of was not of the least public interest.

Assault.—A Mahomedan, named Shaik Curreem Mohideen, was yesterday fined Rs. 20 by Mr. Dosabhoy Framjee, at the Girgaum Police Court, for assaulting one Ahmed Abba.

Mr. Justice Nanabhai Haridas.—Mr. Nanabhai Haridas, who has been appointed to act as a Judge of the High Court, Bombay, in place of Mr. Justice West, proceeded on leave, took charge of his office on Monday last.

The Municipal Corporation.—The special general meeting of the Municipal Corporation, to adopt an address of congratulation to Her Majesty the Queen on her assumption of the title of Empress of India, will be held this afternoon at 4 p.m. at the Municipal offices.

Accident on Board Ship.—A native seamen employed on board the B. S. Persia which docked yesterday, fell down the forehatchway, a distance of 31 feet, and sustained injuries—viz. left arm fractured, left knee dislocated. Dr. MacGregor, passing at the time, kindly set the broken limb and the man was sent to the J. J. Hospital as soon as practicable.

A Solicitors' Firm.—Mr. Chalk, (of Messrs. Chalk and Turner) has taken temporary charge, in addition to his own, of the business of the firm of Messrs. Macfarlane and Pollock. Mr. Macfarlane some time ago proceeded to England on urgent private affairs; and his partner, Mr. Pollock, owing to ill-health, has been suddenly compelled to leave for England.

Refractory Seaman.—Raymond Davis, of the British ship British Army, who had been repeatedly brought up for refusal of duty, was again yesterday charged before Mr. C. P. Cooper, at the Fort Police Court, with continued wilful disobedience in refusing to do duty on board that ship, to which the prisoner pleaded guilty. The Magistrate sentenced him to hard labour in the House of Correction until the ship was ready for sea and then to be sent on board.

Criminal Breach of Trust.—Yesterday, at the Fort Police Court, one Laljee Khemjee, a merchant and a partner in the firm of Khetsey Khemjee, appeared before Mr. Nana Morojee and obtained a warrant for the arrest of Dewchund Panachund, a mehta recently in the service of the said firm, whom he charges with criminal breach of trust in respect of a sum of Rs. 415-7-9, alleged to have been received by the accused from merchants indebted to the firm and appropriating the same to his own use.

The P. and O. Company Fined.—On the arrival of the P. and O. steamship Bokhara in Bombay harbour last week, from Southampton, the Customs preventive officers seized 57 crates which were intended for transhipment to China. On a closer inspection, they were found to contain ammuition waggons, gun carriage wheels, &c., and were accordingly detained. The Commissioner of Customs has now disposed of the matter by confiscating the crates and the munitions of war which they contained; and fining the P. and O Company Rs. 500, one-half the maximum amount of fine authorised by the Customs Act in such cases. The Company paid the fine at once.

Fatal Accident at a Spinning and Weaving Mill.—A Coroner's inquest was held yesterday at Tardeo on view of the body of Sewa Crishna. Deceased was employed at the Dinshaw Manockjee Petit's Spinning and Weaving Mills. It appears deceased was trying to replace the driving strap which had slipped off the drum of the machinery, for which purpose he climbed up a ladder that was placed leaning against the driving shaft. The strap broke and commenced to tap round, taking the deceased several times with it and dashing him to the ground. When the body was removed from the machinery, both arms were torn off and both legs broken, and life was extinct. Upon the evidence adduced a verdict of accidental death was recorded.

Dadur Anglo-Vernacular School.—The annual distribution of prizes to the girls and boys of the Anglo-Vernacular School was held at Dadur on Sunday last. Mr. Bhai Jeewanjee presided over it. The hall of the institution was tastefully decorated and beautiful flags were hung about the premises of the school. After testing the knowledge of the boys and girls, the Secretary read the report of the school. The report stated, amongst other things, that the people of Dadur were greatly obliged to His Highness the Holkar, Shett Dinshaw Manockjee Petit and others for the kind support given by them to the school and earnestly hoped that their example would be followed by other benevolent men. Mr. Bhai Jeewanjee made an able speech suited to the occasion. He recommended the institution to the notice of philantropists for patronage. The meeting was over with a vote of thanks to the Chairman and with distributing nosegays and *attar* to the people who were present on the occasion.

The Chief Justice and the Tram Cars.—Some time ago, Sir Michael Westropp, the Chief Justice, sent a protest against the intention of the municipal authorities to allow rails to be laid for the running of tram cars in Apollo Street by the side of the High Court. Probably on the ground that the new High Court buildings would be ready in about a year—a wrong supposition engendered by a statement in the last Administration Report that "the roof is well in hand"—the Government, despite the objection raised by the Chief Justice, accorded their sanction to the rails being laid down. Taking advantage of the High Court vacation, the manager of the company set vigorously to work, and the rails have now been laid close up to the porchway at the entrance to the Court-house. They will soon be joined to the rails already laid from the direction of the Wellington Fountain; and by the time the Court re-opens after the recess, the cars will be running to and from Colaba through Apollo Street, by the side of the High Court, perhaps to the great annoyance of those who have to administer justice therein.

A Parsee's Opinion of the Parsees.—The *Gujerat Mitra*, speaking of Parsee writers, Parsee politicians, &c., says: "The Parsee writers of English are very quick in imitating whatever expressions they read, are often wanting in judgment, and in good taste, love very much fame on easy conditions, would prefer the Latin to an English progression of a sentence, would prefer ordinary versifiers to Milton, the Essays of Macaulay to the vernacular English of John Bunyan. As politicians, with one or two exceptions, they are a deplorable failure. We have not heard any one of these people mention his name as that of an Englishman with a real power and a gift for speech, speaking nothing but words of wisdom and of sense. In moral courage how many Parsees have we known to be utterly wanting? They who are so proud before poor Hindoos and the lower classes are timid and speechless in a meeting, or are silent in the presence of a few of their own race. Parsee youths, generally speaking, are wanting in patient, persevering industry, hardly go beyond the surface of things, and act, and write, and speak from the most commonplace and ordinary motives, and in this respect how different they are from what a high-minded Englishman is supposed to be."

The Weather.—On Sunday afternoon a heavy storm passed over the station and it was very cloudy and indicated a heavy downpour! but with the exception of a few drops of rain, none fell. Thunder was heard in the south easterly direction, and thick dark clouds were observed, but we are not aware whether any rain fell within a few miles of Poona. Yesterday during the day it became very close, the heat was excessive and the thermometer was 86 in a cool closed room. The skies had cast clear, and there was no sign of our getting any rain. To-morrow being new moon we hope to have a change in the weather, as this year's hot season has been very trying indeed, and many old inhabitants complain that for years they have not experienced such a hot season as the present one.—*Poona Observer*, May 23.

The late Auctioneer and General Commission Agent at Poona.—We in a recent issue stated that Mr. H. V. Faulconer, the auctioneer and general commission agent at Poona, had ceased payment, and that he had proceeded to Bombay to apply for the benefit of the Insolvent Act. On Thursday last, Mr. Faulconer returned from Bombay, and surrendered himself to Major A. T. Spens, the Assistant Cantonment Magistrate, as a warrant was issued by the said Magistrate on the information laid before him by Mr. Alderson, a railway contractor, for criminal breach of trust in respect of certain articles he entrusted Mr. Faulconer with, and which that gentleman sold and misappropriated the proceeds to his own use. Mr. Faulconer stated to His Worship that he has made over all the books, &c., belonging to his firm to the Official Assignee, amongst which, Mr. Alderson's name has been entered as one of the creditors. This case has been fixed for hearing on Thursday next.—*Id.*

A Charge of Cheating against Major Moray, 26th Regiment N. I. Dismissed.—A Bengalee *moochee* charged Major C. D. S. Moray, of Her Majesty's 26th Regiment Native Infantry stationed here with cheating him. It appears that the *moochee* had a bill against Major Moray for rupees forty-one and this officer offered to pay him rupees twenty three, as he did not consider that the *moochee* was entitled to the amount he claimed. The *moochee* said that the *sahib* had detained the bill and thereby cheated him in saying that the money was already paid. Major Moray said that he offered him rupees twenty-three and returned the bill to him. The *moochee's* legal adviser, Mr. J. O. King, who was a witness for the prosecution, stated that when he had been to Major Moray to demand the amount of the *moochee's* bill, Major Moray said that he had offered him rupees twenty-three, and that this offer the *moochee* did not accept. His Worship dismissed the case as he considered there was no cheating on the part of Major Moray.—*Id.*

BOMBAY TOWN COUNCIL.

A meeting of the Bombay Town Council was held yesterday afternoon, in the Municipal Buildings. Captain Henry presided, and there were also present Dr. Cook, Dr. Hewlett, Mr. Nanabhoy Byramjee Jeejeebhoy, Mr. Rugoonath Narayen Khote, Mr. Nowrojee Furdoonjee, Mr. Dosabhoy Framjee, Mr. Dadabhoy Nowrojee.

NEW BURIAL GROUNDS.

A letter was read from the Municipal Commissioner, asking the Town Council to recommend the Corporation to sanction the expenditure of Rs. 10,000 this year, for cost of filling-in portions of the Hindoos' and Mahomedans' burying ground, Arthur Road, and proposing that for the next few years a grant of Rs. 5,000 shall be made annually for preparing other parts of the ground.

The Chairman asked what was the extent of the ground altogether.

Dr. Hewlett—It is a very large place, I don't know how many thousand square yards. The present Mahomedan burial ground in Grant Road was a very offensive one, and it was desirable to close it as soon as possible. The land in Arthur Road has been for some time in our possession, but before it can be utilised it requires to be filled-in and prepared.

The Chairman—Do not the Hindoos burn their dead?

Dr. Cook—No; they can't all afford it.

Mr. Pedder (the Municipal Commissioner) said the Municipality had had a good deal of trouble about these burial grounds for several years past, and two years ago they bought 100,000 square yards of land on the Arthur Road, to be made into two burial grounds. The ground was very well suited for the purpose, being convenient in point of distance, and in no way dangerous to the public health. A portion of the ground was already being used for the burial of low caste Hindoos; but the Mahomedan burial ground was not fit for burials without preparation. It was very desirable that they should get it ready as soon as possible, in order that they might apply to Government to close the exceedingly objectionable Mahomedan burial ground in Grant Road. The whole of the ground on the Arthur Road had cost Rs. 49,000, and to entirely fill it in, drain it, and put a fence round it would cost about Rs. 30,000 or Rs. 35,000 more.

Mr. Dadabhoy Nowrojee asked if any return would be obtained for the outlay.

Mr. Pedder said a small charge of 8 annas a grave was made for the Hindoos, the Municipality employing gardeners to preserve the place in order. The Mahomedans would require to have their burial ground placed entirely in their own hands, and they would manage it as they pleased. The Municipality would be bound to give the Mahomedans an equivalent for the Grant Road burial ground, before they could apply to have the latter closed.

The application was granted, and permission given to the Commissioner to proceed with the work at once, in a anticipation of the sanction of the Corporation.

THE NEW WATER WORKS.

A memorandum was read from the Municipal Commissioner, forwarding for sanction certain arrangements that had been made for the payment of the staff for the temporary establishment of the new water works.

In reply to Mr. Dadabhoy Nowrojee, Mr. Pedder said the money expended on this account would be repaid from the loan.

The arrangements were sanctioned.

STREET IMPROVEMENTS.

Sanction was given to the taking up of the undermentioned pieces of ground, required for street improvement:—6·09 square yards, or thereabouts, at 21, Camatesepoora, 12th street, from Mr. Narsoo Parsaji at Rs. 5 per yard; 7·27 square yards, at No. 45, Jugjeewan Keeka street from Mr. Nameram Ramdasjee, at Rs. 30 per square yard.

THE MUNICIPAL ACT.

The Clerk read Government notification, dated 16th of May, 1876, announcing that "H. E. the Governor in Council is pleased to extend the period for the operation of the Municipal Act for six months from the date of its expiry on the 19th proximo."

REAPPOINTMENT OF THE MUNICIPAL COMMISSIONER.

A letter was read from the Acting Chief Secretary to Government, dated 19th May, 1876, stating that Government "are pleased to reappoint Mr. W. G. Pedder, Municipal Commissioner for the City of Bombay, on the expiry of his present term of office."

RESIGNATION OF DR. HEWLETT.

The Clerk submitted Government Resolution No. 1,556 of 17th of May, 1876, General Department, accepting the resignation of his seat at the Town Council, of Surgeon Major T. G. Hewlett, Sanitary Commissioner.

Mr Rugoonath Narayen Khote said they should express their sorrow at the loss they would sustain in the resignation of Dr. Hewlett, whose services, especially on sanitary questions, had always been very valuable.

The Chairman said he thought they might record on the minutes their regret at the loss of Dr. Hewlett's services.

This was agreed to and a minute was accordingly entered to that effect.

MISCELLANEOUS BUSINESS.

On the application of Mr. Rienzi Walton, Executive Engineer, it was resolved to expend Rs. 1,900 to have made a number of skeleton copies of Colonel Laughton's Map of Bombay enlarged to the scale of 250 to the inch, with alterations and additions, showing the additional mains.

On the application of Dr. Weir, the Health Officer, it was decided that a well in the house of Mr. Nanabhoy Bomanjee should be cleaned. A sample of water taken from the well was produced, and was sufficient evidence of its filthy state. Dr. Weir said the water was used for washing and bathing.

A statement was presented, from the Chief Accountant, of contributions payable by the different insurance companies to the Municipality during the year 1876, on account of the Special Tax. The total amount is Rs. 14,172.

The consideration of a letter from the Municipal Commissioner, dated the 19th inst., forwarding for the sanction of the Council a complete set of By-Laws, framed in accordance with the provisions of the Municipal Act, was adjourned for a week.

A letter was presented from Messrs. Nicol and Company with reference to the tenders for the new Tulsi water works, and complaining of injustice to contractors. The letter, which is a very long one, was not read, but was ordered to be printed and circulated and will be considered at the next meeting.

There was no other business.

RHAMNUS FRANGULA is the name of the new remedy which medical men have now unreservedly accepted as the best family medicine, and in favor of which the old terrors of the nursery Senna, Castor Oil, Salts, &c., have been discarded. The drug itself is the bark of the Black Alder tree, and is prepared by us in the form of a Syrup which is without smell and is non-medicinal in taste. To say that the Syrup is free from all the objections which are often urged against aperients is at once the simple truth and the highest praise which it or any other medicine can receive. We may be wrong; but this Syrup seems to us the perfection of an aperient for patients of any age or either sex. Bottles Re. 1-8 and Re. 2-12. D. R. Kerr & Co., Sassoon House, Bombay.

ARREST OF A SHIP CAPTAIN.

On Saturday last, Mr. Skipsey, solicitor, appeared on behalf of a Borah merchant, named Nuzirally Sumsoodeen, before Mr. Gunputrao Bhasker, Third Judge of the Small Causes Court, at his bungalow, Girgaum Road, and applied for a Bench warrant for the arrest of Captain Baker, of the steamship Galatea, for the recovery of Rs. 1,000, being the value of a case of goldbread which he had to deliver. It was stated that the steamer was about to leave Bombay at once. The Judge granted a warrant and Captain Baker was arrested on Monday last on board the steamer, and was brought ashore in charge of the bailiff. The captain ultimately deposited the amount of debt and costs in Court, whereupon he was released. The case has been fixed for hearing on the 26th June next.

A CASE OF STABBING AT THE ROYAL OAK TAVERN.

On Sunday last, about midnight, at the Royal Oak Tavern, kept by a Parsee at Sonapore, a seaman unemployed, by name Michael Shea, was stabbed seriously with a knife in the abdomen, by another seaman also unemployed, named Michael Handilan. It appears, from the account given of the occurrence, that after the tavern was closed on Sunday night, and the seamen, lodgers of the tavern and other stragglers, (seamen out of employ, &c.,) who generally use this tavern as a resort for shelter during the night, retired in an adjoining shed in the compound of the tavern. At midnight a quarrel ensued between some of the men that were there, amongst whom was a sailor lad, named Cross, when Shea, it appears, threatened to strike the boy, and Handilan interfered to prevent Shea striking the boy, thereupon Shea struck Cross, and a fight and struggle ensued between Shea and Handilan. Shea appears to have got the best of Handilan, and Handilan commenced to run; then Shea appears to have pursued him, when immediately after Shea was heard to cry out "I am killed" and fell down. Some of the other seamen that were present went to the assistance of Shea, picked him up, laid him on a table, and finding that he was stabbed, at once put him into a buggy and removed him to the European General Hospital. In the meantime Handilan appears absconded. The matter was not brought to the notice of the police at that time, until they were informed by the hospital authorities on the following day, and Michael Handilan was arrested on Monday afternoon last, by Mr. Constable Grennan, at a liquor shop kept by a Parsee in old Hannooman Lane. Further enquiries into the matter are being instituted by the police. The knife wound inflicted on Shea appears to be a serious one, but he is said not to be in immediate danger.

MR. J. A. SHEPHERD AND THE RUTNAGHERRY POLICE.

Yesterday, at the Fort Police Court, before Mr. C. P. Cooper, an enquiry was made into the charges laid against Mr. J. A. Shepherd, the Government contractor for steam ferries, by a naique of the Rutnagherry police, named Witt Sawunt Bhick Sawunt and three other native constables of the same police establishment, of assaulting them and obstructing them, as public servants, in the discharge of their public functions, and omitting to assist the said public servants when bound by law to give assistance, and also for wrongful confinement.

Mr. C. A. Turner appeared for the defence.

The evidence for the prosecution went to show that the complainants were entrusted with a warrant from the Magistrate of Bankoke for the arrest of the captain of the steam ferry Gogo. On proceeding on board that steamer on the 1st May at Bankoke, the steamer was about to start, the captain would not surrender and started the steamer, and subsequently arrived at Bombay with the policemen on board, when Mr. Shepherd went on board and demanded of the policemen their passage tickets or the value of them, Rs. 8, and ordered the captain that they were not to leave the steamer unless they paid their fare, but no resistance was offered by Mr. Shepherd to their proceeding on shore; threats were made but no assault was committed by Mr. Shepherd upon any of the policemen on the occasion.

Mr. Turner, after the case for the prosecution was closed, urged in his defence that the prosecution failed to substantiate either of the charges preferred against his client, on the contrary Mr. Shepherd, as the owner of the steamer, was doing nothing more than what was proper in demanding the fare from the men, and, moreover, on the return voyage on the arrival of the steamer at Bankoke, Mr. Shepherd took the captain and handed him over to Mr. Todd, the Magistrate.

His Worship, in disposing of the case, said from the evidence he had heard, he was of opinion that Mr. Shepherd was not guilty of any of the charges laid against him, and if he had used a little more discretion in the matter, he might have saved himself this trouble and annoyance, and consequently he dismissed the case, and the defendant was discharged.

INDIAN EXTRACTS.

DESPERATE ENCOUNTER WITH DACOITS.

(*Star of India*, Ajmere, May 19.)

On the night of the 9th instant, a band of dacoits, or professional thieves, consisting of forty men mounted on twenty camels and ten on horses, made their way into Oodeypore, near the Mewwar State, where they surrounded and took possession of seven camels loaded with opium, belonging to merchants on their way to Agra. The dacoits got clear off with the booty, but the *bypasees* who escaped, ran and reported the matter to the Raj Hakim, Jussraj who lost no time in acting on the information. He collected twelve sowars, picked men, and started in pursuit, leaving others to alarm the villagers and send help after his party. The robbers were traced to a spot about sixteen miles off where they had concealed themselves in the jungle, taking advantage of a ravine for protection. On reconnoitring the position, the Hakim was of opinion that with his small force he was at too great a disadvantage to warrant an attack, so he retired his party into a deserted chowkey hard by and waited for the villagers whom he expected were on the road, but finding they did not come he determined on attempting something unsupported in the way of a surprise. He arranged his plans well and contrived to let three volleys from different points simultaneously announce the gang, but the thieves were on the alert and directly returned the fire without attempting to escape. They had not all muskets but those who had none were armed with swords so that the Hakim considered it advisable to avoid a hand to hand combat until he had succeeded in equalizing the numbers by killing or wounding as many of the thieves as possible. This desultory fighting continued for about three hours, when the Hakim was made aware of the approach of the villagers: he sent instructions to them to surround the spot so that none might escape, he divided his force and charged into the midst of the foe; the fight then became desperate, the Hakim and his men fought like lions and the robbers, knowing their lives were at stake, refused to surrender, but the *cordon* of villagers soon closed in and the whole gang was captured, not a man escaping. The casualties were fifteen dacoits killed and nine wounded. On the Hakim's side, two sowars killed, four wounded and the Hakim himself with one sword cut and two bullet wounds in his body. The opium was recovered with much valuable property with camels and horses which were all brought into Oodeypore, and thirty-five prisoners, who were all safely lodged in jail with the Captain of the gang who was severely wounded. We have not been able to ascertain his name.

On the following day the Maharajah of Odeypore held a Durbar and presented Hakim Jussraj with a handsome Khillut, including a valuable jewelled turban, also a large piece of land for himself and his children for ever. Each of the sowars received a *nuzzur* of the gold mohurs and sixty beegahs of land and the families of the two deceased are specially provided for, the children being adopted by the State as particular favourites.

This gang of dacoits or *borees* so called, is said to have been for some time past, the terror of the district. Its race is run. And we are of opinion that so long as the Maharajah of Oodeypore gives such substantial proofs of his admiration for pluck, he will never want for brave men to fight his battles.

THE COST OF THE CARRIAGE OF GOODS.

(Calcutta *Statesman*, May 21.)

One of the most extraordinary facts in the history of our administration of India is our apparent total inability to understand the importance of cheap means of transport between the great producing districts of the country and the coast. It has never yet been rightly apprehended by us, that there is but one way of redeeming the people from their poverty, and that is, by giving them the means of transporting the produce of their fields cheaply to the Coast. We have spent not less than £150,000,000 upon the railways of India, and have supposed that this was the way to open communication with the interior. We are far from disparaging the value of these great works in many points of view; but never was there a more idle expenditure if regarded as a means for the transport of produce. What India wants is the means of transporting the produce of her fields from the spot where grown 1,000 miles in the interior, to the Coast, at a cost of say one-tenth of a penny per ton per mile; and no railway can ever do this. To offer us a railway for the purpose, is to give us a razor to chop firewood with. What we want is, some means of transport that will enable us to bring a ton of coal, or a ton of wheat, down to Calcutta at such rates as these:—

From	100 miles at not more than	10d. per ton.
	250 "	2s. 0d. "
	500 "	4s. 0d. "
	1,000 "	8s. 0d. "

We want transport at 4s. per ton for 500 miles on the stretch; at 7s. per ton for 1,000 miles, and so on. It is 850 miles to Agra in the heart of the North-West Provinces; and what we want is, cheap transport, to bring down wheat, cotton, and oil seeds therefrom at 7s. per ton. Calcutta is 700 miles; and what we want, is means to bring down the surplus harvests of Oudh therefrom, at 14 pence per bushel. A railway is next to useless to us for these wants.

The vital question, therefore, arises—Is there any reasonable hope of our procuring such means? Is it likely that we shall ever be able to carry produce at these rates from the districts to the Coast? For the last five and twenty years, there has been one man, permistently assuring us that we have the means of such transport in our hands, if we will but open our eyes and use it. And this man is by far the most successful engineer we have ever yet had in India. The results of his work in Madras are almost incredible; so incredible indeed, that persistent efforts have been made by mingled jealousy and sheer persistent blockheadism to persuade the world that they are not real. The results of Arthur Cotton's engineering works on the Godavery are all but incredible; while the Government seems absolutely dead to ther teaching, and to regard them with the same sort of interest that they would the discourse of new facts concerning the surface of the moon.

The Godavery Canals are not merely, as probably many of our readers suppose, irrigation works, but navigation canals. And instead of the results of their working being trumpetted all over the country to rouse and excite men's attention, the Madras Government would really seem to be ashamed of them. You can learn nothing of them from its Administration Reports, and all that the published official account tells us of the traffic for the year 1874-75 as compared with 1873-74, is summed up in the following brief paras:—

"The particulars regarding the traffic in, and receipts from, the navigable canals in the district are subjoined and compared with those of the previous year:"—

	1873-74	1874-75
Number of boats ...	48,999	51,432
Tonnage ...	8,69,888	10,87,529
Ton mileage ...	... 3,10,91461	3,19,71,314
Value of cargoes ...	Rs. 8,37,28,274	Rs. 7,21,38

ENGLAND AND INDIA.

The English public is much indebted to Professor Monier Williams for one of the most instructive and interesting communications as to India that have been published for a long time. Although it is only the impressions of a traveller who stayed but a short time that Mr. Monier Williams has to give, yet his acquaintance with the languages of the country, and the definite purpose of uniting more closely Oxford with Oriental life and study which he had in view, enabled him to learn more and to see more than can be possible for the ordinary run even of very clever travellers. Like most travellers, however, he seems to have been possessed by an innocent wonder that he should be doing what many others might do, but do not do. If Englishmen want a warm, healthy winter climate, why, he asks, do they not go to India? If they want variety of scenery, India can give it them. If they would like to geologize, India has got specimens of all possible strata to offer them. If they prefer zoology, the ants alone deserve to be studied for months. There is some reason to think that Mr. Williams is only anticipating with the prevision of enthusiasm a not very remote future. India is now so quickly and so easily reached that it may very well become the fashion to winter there, and it would be greatly to the benefit both of England and India that such a fashion should arise. Mr. Williams does ample justice to the excellence of Indian administration; but he comments with much good sense on the highly official character of Indian officials, on the seclusion of Europeans, on the distance between the conquerors and the conquered. Centralization advances in India with alarming rapidity. Everything that regards the infinite variety of races, creeds, and customs over the vast surface of the country is supposed to be better understood at Calcutta than on the spot, and in the India Office than at Calcutta. It is, as our traveller remarks, so easy to telegraph, and so easy to suppose that the ideas of the Western man at one end of the wire are compatible with the circumstances of the Eastern man at the other. Some check on this might be exercised if there were in England a non-Indian public acquainted with India. At present there is really no check on a Secretary of State, except the presence in Parliament of two or three eminent Indian ex-officials and one ex-Governor-General. Before long Lord Northbrook will arrive to reinforce Lord Lawrence and everything Lord Northbrook says in the House of Lords will be treated with the respect due to his impartiality, courage, and consistency. But Englishmen, as a rule, know very little of India; and although the direct action of Parliament in regard to India can seldom be desirable, yet the indirect action of a body of critics who formed their judgment on personal knowledge would be of value, not only as a check, but as a support to the Secretary of State. Such a body could not have a better opportunity of testing at once its weakness and its strength than under the rule of Lord Salisbury, who combines a great contempt for critics with a great willingness to learn.

Mr. Williams has the highest possible opinion of the natives of India. In fact, his opinion is so high that it is impossible not to wish that he had had a longer time in which to form it. We can hardly believe that we have the honour to be the fellow-subjects of such a delightful set of people. "I have found," he says, "no people in Europe more religious, none more patiently persevering in common duties, none more docile and amenable to authority, none more courteous or respectful towards age and learning, none more dutiful to parents, none more intelligent." When we read in a subsequent part of his remarks a criticism on our humble attempt to convert and educate these people, it is impossible to resist a wish that they would in turn come to convert and educate us. We certainly do not appear to be very successful in our attempts to benefit them. On the difficult and complex subject of the relations of Christianity and Oriental religions Mr. Williams writes with a courage, good sense, and reverence that do him the greatest credit. Over the unhappy results of our well-meant efforts at giving a higher education to promising natives Mr. Williams laments in terms that deserve attentive study. What we really do is, in plain fact, to produce a host of shallow, discontented place-hunters. These prize specimens abandon their ancestral religion—which, however, if Mr. Williams is correct in his estimate of the religions of India, cannot be much loss to them—despise the callings of their fathers, and look upon knowledge as a mere stepping-stone to Government situations. At a place called Karnoul, there were on a recent occasion 500 applicants for a municipal post worth only fifteen rupees a month, or a shilling a day. The 499 defeated competitors were, we may be sure, not only made unhappy by the loss of this magnificent appointment but greatly irritated with the Government that tantalized them with delusive hopes of so dazzling a prize. Those who are unsuccessful, Mr. Williams writes, will not turn to manual labour, but remain discontented members of society and enemies of our Government converting such education as they have received into an instrument to injure us by talking treason and writing seditious articles in native journals. This is not a pleasant spectacle for the intelligent English traveller to contemplate, and Mr. Williams evidently inclines to favour the opinion of those who think that, with some few rare exceptions, the scale of our educational efforts should be pitched more lowly and their area extended.

When tramps repair to a workhouse the first thing that is done with them is to wash them from head to foot. This is very good for them. It makes them, for a few short hours, moderately clean; it subjects them to a wholesome discipline; it starts them on the first stage in the ideal career through cleanliness to godliness. But the tramps do not at all like it. They would much rather be roaming about, following their own sweet will, and clothed in their familiar, pleasant shell of close-fitting dirt. When a traveller like Mr. Williams anxiously inquires how the natives of India really like our rule, he finds that they are very much of the same mind as the tramps. They own that we give them security, just administration, equal laws; but they much prefer the easy unregenerate ways of native tyranny. The very superior natives, who have got so accustomed to our bathing them that they see all the real advantages of the process, are more satisfied. They have come to look on their interest as in the main identical with ours. In fact, as Mr. Williams remarks, they recognize the fact that, if we were swept away, they would be swept away too. But, if he is right, the native princes, however loyal, they may be to us, have no real influence over their subjects. They do not infuse their new ideas into the stubborn minds of the population. Some respect and much fear are the foundations of our hold on India. Possibly we have ourselves increased unnecessarily the alienation of the natives from us. We may have flurried the timid, custom-ridden native mind by the eagerness of our haste to introduce improvements. Mr. Williams goes so far as to say that we have in some instances gone a whole century too fast, and that things have been done already which the lapse of a hundred years could alone make opportune. He also speaks with some pain and indignation of the airs of vexatious superiority with which the natives are treated by their masters. In this respect, however, the present generation of officials has, as is generally admitted, exhibited a marked improvement. Nor is it possible that a member of the conquering race, which is but a drop in the total ocean of the population, should be either safe or respected if he had not somewhat of the bearing of a conqueror. We come back to where we started, that nothing would do more good both to the natives and their rulers than the extension of intercourse with England. The English official would find a salutary check on such arrogance as the circumstances of his life may be apt to evoke in the society of his non-official countrymen fresh from the manners and traditions of home. And the native could not but be gratified by discovering that his race has the singular gifts and the varied virtues which impress travellers so strongly on their fresh arrival, if the example of Mr. Monier Williams may be safely treated as a precedent.—*Saturday Review.*

A "BLACK PAMPHLET."

A PAMPHLET bearing the above title, and published in Calcutta, has been for a short time before the public. It purports to be a history of the Bengal Famine of 1874. It is in fact an attack, all round, on the famine operations. The first exception we take to the pamphlet is its title, for which the writer gives no justification whatever, so far as Lord Northbrook, Sir George Campbell, and Sir Richard Temple are concerned. In the old days of political agitation in England, nothing was commoner than "black lists," but then the lists were at least believed to refer to wilful delinquency. In the case of the Bengal Famine the first authoritative alarm was given by the Lieut.-Governor of Bengal, Sir George Campbell, who had knowledge of a former famine, which had devastated whole regions. Sir George sought evidence from the best sources on his disposal, and he came to the conclusion that all the premonitory signs of famine were one by one appearing. Others who also remembered Orissa took the same view, and the alarm felt in India was echoed back from England, with the distinct injunction that Government of India, should not, on its peril, allow human life again to be sacrificed to any plea of economy. Lord Northbrook, a little slowly, but at last very surely, came round to the same view. Sir Richard Temple was at first a doubter; but once the evidence was brought before him not only was his doubt removed, but he urged with all his power that the proposed famine operations, deemed sufficiently by Sir George Campbell, should be vastly extended, as they were under Sir Richard's personal superintendence, and with a heavy responsibility. We give full credit to Sir George Campbell, to his successor in the Bengal Presidency, and to the Viceroy, for perfect sincerity, for earnest, painstaking, and, indeed, painful investigation. We are satisfied that they acted on the best evidence they could obtain. Therefore we say that, even if they did fall into error, the result cannot, without an outrage on language and common sense, be given in a 'Black Pamphlet.' There was no intention to waste money. There was no intention to throw contracts into any hands for selfish purposes. There was a stern resolution from first to last to check every indication of jobbery. Above all, there was no attempt on the part of high officers—at least as far as we have seen—to reap benefit from what was beyond all question deemed an impending public calamity.

The next question that naturally arises is, were the presumed signs of famine real? The writer of the pamphlet, dated 1875, says "No." Some of the best officers in India in 1873 said "Yes." The writer of this pamphlet says that "the famine of 1874 was an impossibility from the beginning;" that the rainfall was an average one, and that the crops, which in some cases were of an average amount, were in others bumper crops. For all this Lord Northbrook is not blamed; "invincible ignorance," we are told, "even in the strictest of Churches, is sufficient to win pardon for the grossest of errors." This is a specimen of the writer's mode of dealing with this grave subject. There is no such thing as "invincible ignorance," unless in the case of utter stupidity, and from that Lord Northbrook is exonerated, or from the impossibility of procuring correct information; and the whole drift of the pamphlet is to show that there was no such impossibility in the case. The whole question comes to this, if we are to agree with the writer—either Lord Northbrook and Sir George Campbell were fools or knaves. That is, they either could not obtain the evidence that was obtainable, or, having obtained it, could not use it, or they wilfully set evidence at naught for some iniquitous purposes. We reject the one supposition as unhesitatingly as we do the other. We believe they were two singularly honest and sensitive men, dreading with a holy dread lest any negligence of theirs should lead to the loss of the lives of poor people hardly ever before cared for in such a way in India.

Of Sir Richard Temple we have a round and wholesale condemnation. Here is the gist of the statement:—"The charges (against Sir Richard) are indeed cruelly explicit. They are, shortly, that, being ignorant of everything concerning Bengal and Behar with an unrivalled ignorance, he made estimates of relief for the supposed famine so extravagant, so unreasonable, that they were stigmatised by even such an alarmist as Sir George Campbell as excessive; that the famine narratives given to the public were an entire, if not intentional, perversion of the facts; that he nursed the famine and bolstered it up in the face of the advice of the most experienced officers in Behar; that he superseded and insulted in their own districts men who refused to shriek 'Famine!' with the same lustiness as his own small and very junior following; that he forced provident officials to give rates of wages in some cases ten times as great as the ordinary wages of the country; that he made transport contracts at eight times the ordinary rates; that he wasted and lavished and poured money out like water; that of the nine and a half millions of pounds sterling spent in famine relief, eight and a half millions were wasted, ignorantly wasted or recklessly wasted; and, last of all, that in order to cushion his worse than errors he besmeared everyone with an unseemly praise, from the Commissioners who winked at the estimates to the planters who pocketed the loot." This is a hard opinion to put on record against men who, in a time of stern trial, worked with unremitting zeal, and with the conviction that they were working to stave off a loss of life which England would not have pardoned. Over roadless districts they made roads, with labour of which no account ever has been fully taken. They were made responsible for grain being at certain places against given times. They were threatened with grave consequences if life was lost from want of food. There were false alarms, we know. There was great imposition, as there must be in all such cases. Planters did, in many instances, buy up in advance all the means of carriage, and make enormous profits by so doing; a fact that should not be forgotten when the whole body are referred to for indiscriminate praise. There were merchants, we have no doubt, who had an interest in the sale of grain. There were cases of grain being hoarded. There were, possibly enough, officers who looked to the famine to make themselves a name. In fact, we may allow for all the selfishness incident to large expenditure, to meet an extraordinary, or a presumedly extraordinary, crisis. And when we have made all the admissions that justice and fair criticism demand, we say that the charges in the above passage are not merely unjust but absurd. The main charges of waste are made under two heads:—Waste in Grain Allotments, from want of principle and misrepresentation, 4,271,750*l.*; Waste in Transport, 2,486,350*l.*; the rest come under the head of relief works, &c. This is simple nonsense, and we use it only say that the writer has by his extreme course injured the cause that we are sure he wishes to serve, and in fact has taken from what is sound in his pamphlet all point and weight. He does not, he cannot, believe the charges he has made. It is simply a matter of history that there were among the officers referred to as having acted in courageous terms here as the few who took the side of Sir Richard Temple's "narratives" were "entire, if not intentional perversion of facts," would, if proved, condemn not Sir Richard alone, but Mr. Bernard, who won such general praise, and won it by rare modesty and hard work, and with him many other officers of equally quiet, persistent, and indefatigable labour.

We regret to say this, because there is much in the pamphlet about the soundness of which we have no doubt. It is quite true that the "famine steam-boats," built in England, might have been built at a much less cost in India, and in that case would probably have been constructed so that they could on occasions go stem forward against the Ganges stream, instead of going stern foremost with the stream, for which they had a notable tendency. It is quite true, also, that rice was sent to districts after the district officers had declared that they had enough for their need; that rice and fodder in many cases rotted by the roadside without cover of any kind. But it has not been shown, and we do not think it is possible to show, that any grain or fodder which it was possible to cover was left uncovered, or that there were not unquestionably sound reasons for in some cases continuing to send rice to districts after the apparent demand for it had ceased. Each officer saw his own district and that alone. The Lieut-Governor had reports from all the districts, and perhaps knew that there were instances in which there was an absence of cordiality of action between two officers, who might be to some extent dependent on each other. There cannot be doubt, again, that while the Government was sending grain up the Ganges at an enormous cost, grain was passing down for exportation. There were some curious facts in connection with the transport of rice and fodder; and if the writer of this pamphlet had seized upon these facts with a view to the future, his labour had not been in vain, as we fear it will prove, and solely because of the line of argument he has taken. Of course, to have weighed rigidly every statement would have been to make a much less pointed pamphlet; but then it might have been a just pamphlet, and that we feel satisfied it is not. We know all about the immense cost; that camels were gathered together for little use, that ponies and buffaloes were scattered over wide districts with long trains of food, part of which was sent back to Calcutta; that a temporary railway which the rain soon destroyed—the highway from the Ganges to Durbunga—was so much labour thrown away, so far as permanent wealth was concerned; that many persons made large sums of money by the sale of grain and by other means less justifiable. It is true also that certain magistrates acted in a manner far beyond the letter of their right, that what has come to be called "sensational" intelligence was common, that figures were not always reliable, that report-writing became a virtue to an undesirable extent, that men were praised for what deserved no praise, and that many a deserving man was not named in any official way. All this may be granted and might have been foreseen, but it could not have been prevented out of Utopia, and while men remain so very human. The 'Black Pamphlet' must not help us lose the true lesson of the Bengal Famine of 1874. Without the help given, there would have been a famine over a very wide district, and even with the help given the need would certainly have been much greater if the drought had continued. We were dealing with districts in which local peculiarities might at the critical time have thwarted our best efforts, in which we could leave nothing to chance. Above all, the Government of India and the Government of Bengal infused earnestness into the service, made sure of feel that loyal duty was expected from them, and that only in the performance of that duty were they safe. We do not agree, therefore, with the author of the 'Black Pamphlet,' who, however, not without reason, signs himself "Ubique," for he seems to have seen a great deal both on and below the surface of events. There is much to learn from his pamphlet, and much to condemn. We may help to solve the problems of future famines, and that will be well worth his labour, and probably will be the extent of his expectation. To say that the pamphlet is smartly written is to say that it is Anglo-Indian. To say that it proved the charges against Lord Northbrook, or Sir George Campbell, or Sir Richard Temple, would be to say what the clever writer would himself be the first to laugh to scorn.—*Examiner.*

AN AMERICAN MERCHANT PRINCE.

(From a Correspondent of the "Times.")

THE late Alexander Turney Stewart, who recently died at New York, was born in the year 1801 at Lisburn, in the North of Ireland. At an early age he was placed under the care and training of Mr. Lamb, a member of the Society of Friends, commonly known as Quakers. To the discipline acquired while living in this family Mr. Stewart traced much of his after success in life. A scrupulous and unswerving habit of truth and a strict regard to honesty in all his transactions had been instilled into his mind by early association with his Quaker friends. He set his face against everything like commercial exaggeration, and hence, from his first outset in business, he resolved, no matter what might be the result, never to deceive the public as to the value of the goods offered by him for sale.

The first 18 years of Mr. Stewart's life were spent in Ireland among the Quakers. He had been apprenticed to a grocer in Belfast at the suggestion of his friend Mr. Lamb; but this initial attempt of Stewart in the way of business proved a signal failure, luckily for himself. His first day's experience with the grocer was anything but propitious.

"I was put down (said Mr. Stewart) before a quantity of whity-brown paper and a large pot of paste. With these materials I was told to make paper bags the whole day long. When I went to bed the first night, I found the paste had dried on my hands and got under my nails, and altogether I was greatly depressed and very unhappy."

The bag-making was continued next day, and so on till the end of the week, when he returned to his friends from Saturday to Monday. He begged hard to be released from his bondage at the grocer's—complained bitterly of the tedious monotony of the work, and expressed a strong wish to be allowed to go to America. To the grocers credit, be it said, that when Stewart complained of the bag-making, he was put to book-keeping. But neither did this occupation chime in with the tastes of the young apprentice. It had been pre-arranged that a probationary period of a month or two should be allowed before he was regularly bound to the trade and the premium paid to the grocer. On the occasion of Stewart's next visit to his home he objected so much to the drudgery of the business and the insuperable dislike he had taken to the entire details of his employment, that, after some hesitation, Mr. Lamb gave Stewart, by his special request, the sum of money which was to have been paid as the price of apprenticeship to the grocer. So ended the first act in his eventful life. All the capital that he could scrape together amounted to not quite a hundred pounds. With this he set sail for the United States.

Many erroneous statements have been published respecting Mr. Stewart's mode of life, both before he left Ireland and after his arrival in America. The following particulars have been received from himself. He never entered Trinity College, Dublin, as has been alleged, nor did he ever keep a school. He taught for nearly a year in a school in New York, not for a stipend, but to oblige a friend of the usher's, who for a time was incapacitated by illness. From the day he left Ireland until his father's death, which happened about three or four years afterwards, he devoted all his spare time to the study of Latin and Greek, with the view of qualifying himself for the Church. That he was enabled to enjoy this learned leisure arose from the fact that besides the small capital he took with him from Ireland he soon after came in for an annuity of about £100. On this he managed to live till the death of his father recalled him to his native country. Soon after he landed in New York he became intimate with the late Mr. Abraham Bell, also an Irishman and a successful merchant. By him Stewart was often urged to give up the idea of becoming a teacher, and to turn his attention to business. To do this effectively he strongly advised him to become a draper's assistant, that he might thus acquire a practical knowledge of the trade. To this Stewart always objected, and said that even if he were to enter business his experience as a grocer's apprentice made him resolve that he should be his own master from the beginning. His father's death, in 1823, brought him into the possession of a small patrimony, amounting to about £600. To receive this he had to go back to Ireland. Before leaving America an acquaintance who had great experience in business earnestly entreated Stewart to give up the study of classics and throw himself with all his energy into the dry goods department. He suggested to him a profitable investment in certain goods for the manufacture of which the north of Ireland was at that time famous. And he added that if it would enable Stewart to decide on going into business he would be willing to enter into partnership with him. This seems to have diverted Stewart's attention from the Church, and from that time he abandoned his intention of entering [illegible] ignorance even of the very appearance of [illegible] articles of Irish manufacture which were suggested as a lucrative speculation may be judged of from the fact that it was only when accidentally passing a large shop in Belfast that the idea occurred to him of going in to inquire if they had such things, and if he might be allowed to see them. It was a kind of embroidery called "point insertion," and "scalloped insertion." He bought a few yards of each, and with unaffected simplicity asked the shopman whether there would be any reduction if he were to purchase a hundred pounds' worth. On returning to his friends the same day he showed them what he had bought, and mentioned the price. The young ladies of the family said to him, "Alexander, thee must not buy for thyself. Thee know'st nothing about it. We will buy for thee whatever thee requires." They laid out for him about £100 on these goods. At the same time, hearing of a shopwoman at Banbridge who was bankrupt, he went and bought up her stock-in-trade at exactly half cost price. This, with the embroidery, was Mr. Stewart's first venture.

On his return to America he showed his goods to the friend whom he expected to join him in the business. He assured Stewart that it was a very valuable assortment, but for some unexplained reason he drew back at the last moment and declined to become his partner. Thus thrown upon his own resources, and being utterly ignorant of trade, he advertised for an efficient salesman, and at the same time went in search of a store. After many a weary walk up Broadway and down again, through side streets and front streets, he at last fixed upon a very humble and unpretending looking building in Canal street. There he began business on the 6th of August, 1823. Thus it will be seen that it took him just 53 years and a half to amass the almost fabulous fortune of which he died possessed. But things did not run smooth between him and his salesman. Ignorant though Stewart was of every technicality in trade, he was a man of undeviating truth and uprightness. He was aware that unjustifiable profits were made by shopkeepers, and that they had no conscience whatever about practising deception in order to place a fictitious value upon their goods. All such false ways he utterly abhorred, and he was determined to try his own plan. At all risks, he made up his mind that he would not look for more than 10 per cent. profit, and on no account would never deceive a buyer as to the prime cost of any article in his store. "Ten per cent. and no lies"—that was Mr. Stewart's motto for doing business. But it is a curious and an almost amusing instance of the ignorance of the trade to carry on business on such terms that the salesman, who could not have suffered in any way by this arrangement, became irritated against his employer, and at the end of a month or so resigned his situation. He declared that he could no longer be a party to sell goods by such rules—that, in fact, Mr. Stewart was giving them away to the public, and, with very significant emphasis, he added, "Before another month is over you will be a bankrupt." When Mr. Stewart related this circumstance in November, 1873, he said, with that peculiar expression of dry, quiet humour which occasionally played over his face, "It is now exactly 50 years and three months since my ruin was predicted, and I have not been in bankruptcy yet." At that date he was in the receipt of a million sterling per annum, and his capital, if realized, would have produced not less than 20,000,0 0—not dollars, but pounds sterling. So much for 10 per cent. and no lies.

That dry goods merchants did not love him too well may be easily explained. Apart altogether from the proverbial envy that waits on merit, the straightforward honesty of Stewart was a keen satire upon all tricksters in trade. Hatred and malice stirred up the merchants in his own line to form combinations against him. Was not their craft in danger? Hence by detraction and slander he was blown upon and traduced. But Mr. Stewart's indomitable self-reliance made him a formidable antagonist. In the end he triumphantly succeeded in crushing out all opposition. But the secret of his success is not all told when it is set down to selling at a fair profit and not deceiving the public. There was another source of strength on which he has not been heard, though, from his quiet and undemonstrative character, few would have ever suspected it, and it was rarely that he ever made any allusion to it. It will be more easily understood by referring to a particular case. At the critical period in 1873, when a general panic in trade had ruined many of the great commercial houses in America, and had depressed the money-market in all its branches, Mr. Stewart did not owe a single cent, and had in hand an enormous amount of ready money to buy up goods in any direction. He had just returned from Europe. A few friends had been spending an hour or two with him on the first or second day of the commercial crisis. "You seem to be in very good spirits," said one of them to Mr. Stewart. "Yes," was his reply, "I have no reason to be otherwise. At the worst of times I have been always hopeful and I have felt strong." Here his voice slightly faltered, and in a subdued tone and with evident inward emotion, he added "For all through my life I have felt that the hand of God has been ever near me, and with me."

It is worthy of notice that Mr. Stewart never asked for a banker's accomodation, for he never required it. He paid ready money for everything. He bought for cash in the cheapest market, and sold retail for cash at the reasonable profit already stated. By steady perseverance in this way of doing business he soon accumulated capital enough to enable him to remove to Broadway, to the very site on which now stands his colossal building known to every visitor to New York as "Stewart's Store." The present is not the original edifice erected by him. The first one, which was also very extensive, cost half a million sterling, and in it for years he carried on his business with marvellous and ever increasing prosperity, till at length he was acknowledged to be the foremost merchant in New York. To the surprise of all his friends, he decided on pulling down that store and building another. Nothing that his friends could urge against his proposed alteration had any effect in changing Stewart's intentions. The gloomiest warnings were being constantly poured into his ears, but, nevertheless, he was resolved to persevere with the plans he had drawn up for the grand Store of the fururs. While the works were being carried out he was diligently scouring all Europe and America for the best goods and most attractive. Anticipation was a great point with him. In the Fall of one year he would be preparing and planning his goods for the following Fall. All being now ready, he advertised extensively up to the opening day of the new building which he arranged by a designed coincidence should be the anniversary of the day on which he began business. It was admitted by Mr. Stewart, whenever he alluded to this bold stroke of his in erecting a new and so gigantic an edifice, that he had some misgivings himself, as was but natural, by the ill-omened prophecies of his friends. It may, therefore, be easily conceived with what mingled feelings of hope and fear he awaited the long-expected day. It was ushered in by a morning sufficient to camp his spirits. The rain fell in torrents so that shopping, especially by ladies—his best and most numerous clients—was not to be looked for to any great extent. Mr. Stewart always referred to that day as one of the most eventful days in his commercial experience. To use his own words:—

"I rose early, as usual, but was disheartened by the weather. About 7 o'clock I went to the store. There was no sign of life outside. The streets were deserted. I entered the building and retired at once to my private room. There I sat silent and alone until I heard one of my shopmen asking for me. I opened the door and then he said the rain was ceasing. Soon after a gleam of sunshine broke out. This greatly cheered me. My hopes revived still more when the same young man announced that there were several persons at the door. It was now 8 o'clock, and he asked me if he should let them in. 'Not until 9,' I said. The crowd began to increase rapidly. As the time drew near for throwing open the doors I felt more and more anxious. A few seconds before 9 I quitted my room and took up my position at the extreme end of the building that I might watch the incoming crowd. When the doors were opened there was a rush of people just like a Jenny Lind night at the opera. I was much affected by the sight. The unexpected brightening of the day, and the concourse of people in consequence, produced a reaction upon me, and I confess that I withdrew quietly to my room again, and I found relief in having a good cry."

There was a time in the life of Stewart when, having visited England, and hearing of Mr Morrison, of Fore-street, as being the enormously wealthy owner of about five millions sterling, he secretly resolved to use all diligence to try and overtake him. This London merchant was, in Mr. Stewart's eyes, the *beau ideal* of a millionaire.

Ignorant malevolence has tried to paint such a man as hard and unfeeling. Nothing could be more untrue. No doubt he was exacting in business, for a business man, as such, has to deal with the stern reality of fact. But his munificence was princely. When the Irish famine had desolated the land of his birth he chartered the largest vessel he could find and freighted it with provisions for the starving population; and he was not content merely with sending the ship to the Irish shores, but he conceived and carried out a scheme of practical beneficence, by which 300 families were to be brought back to America in the same ship. The only conditions he laid down were that they should be of good character and able to read and write. In like manner, after the fire of Chicago, he not only subscribed dlrs. 100,000, but chartered a special train with provisions of all kinds for the burnt-out inhabitants of the city. His gifts to France after the German and French war have been referred to by your Paris Correspondent. In the American War of Secession he subscribed dlrs. 1,000,000 to the war fund. In New York, with its teeming population of poor and friendless strangers of both sexes, he erected monster lodging-houses, at a cost of between six and eight millions of dollars. There was no end to his liberality, and it always took a practical direction. When General Grant offered him the Secretaryship in the Treasury it was objected by some that, being in trade, he could not hold office. "Then," said Stewart, "I will transfer all my trade profits to trustees to be appointed by the Government to receive all the proceeds from my business while I discharge the duties of Secretary, and all such profits shall be given wholly to the Treasury." This magnanimous offer could not be accepted owing to some red tapeism attached to an old Act of Congress passed years ago. The Government by that transaction would have gained a clear income of one million sterling per annum.

His private residence in Fifth Avenue—a magnificent palace—is built of white marble. It has already cost upwards of ten million dollars, or two-and-a-half millions sterling. The picture gallery contains some of the costliest specimens of art in the world. Mr. Stewart took up his residence here only within the last few years; previously he lived in the street just opposite to it. It will, I believe, be found, when his will is read, that although he purported to regard the marble palace as a private residence, yet in reality he intended it, as one of the Monuments he wished to bequeath to the nation, as, in all probability, an art gallery. Already there are paintings and statues in it some of which have cost £2,000—notably, a magnificent picture of the Falls of Niagara. There is, however, something melancholy in the reflection that even in his case money does not alter that compensatory adjustment which is involved in the saying of the Wise Man, "All things are double one against the other." His wife died during the last year or two, and children he had none. But Mr. Stewart had many faithful and true friends, specially Judge Hilton and, not the least, his humbler but devoted servant, who for 29 years waited upon him with unfaltering fidelity.

In his personal appearance Mr. Stewart was the very essence of neatness. He dressed with special regard to plainness. Unlike Americans in general, he wore no jewelry. He wore no diamond pin, an ornament so much in use by his fellow-citizens. Though 75 years of age, he did not look more than 50. His hair was not gray, and still retained its sandy hue. His mode of living was very simple. Until within the last few years he left home at 8 o'clock, and returned about the same time in the evening, always dining in the city. He remained in the retail store till about 1 o'clock when he visited his wholesale house. Though ordinarily he lived very plainly, yet whenever he invited friends to dinner the entertainment was perfect in every particular. His wines were faultless. Fabulous prices were paid for some of them, the Johannisberg in particular. Whenever any stranger from Europe was at his table he generally contrived, in a quiet and unobtrusive way, to pay him some marked attention, especially if it were the evening before he was about to sail for Old England.

To the last he kept up his reading of the Classics. In his domes nour he was extremely courteous and gentlemanly. He had a well cultured mind, a genial simplicity of manner, an extraordinarily retentive memory, a peculiar gift for the discernment of character, and a shrewd intelligence, with perceptive faculties of the highest order. Take him all in all, he was a rare instance of a successful millionaire, beginning with almost nothing, and by sheer honesty in trade ending with more millions than, perhaps, he was himself aware of. He was, strictly speaking, the architect of his own fortune; and, unlike many of his class, boundless success never made him forget either his past history or his early friends.

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